

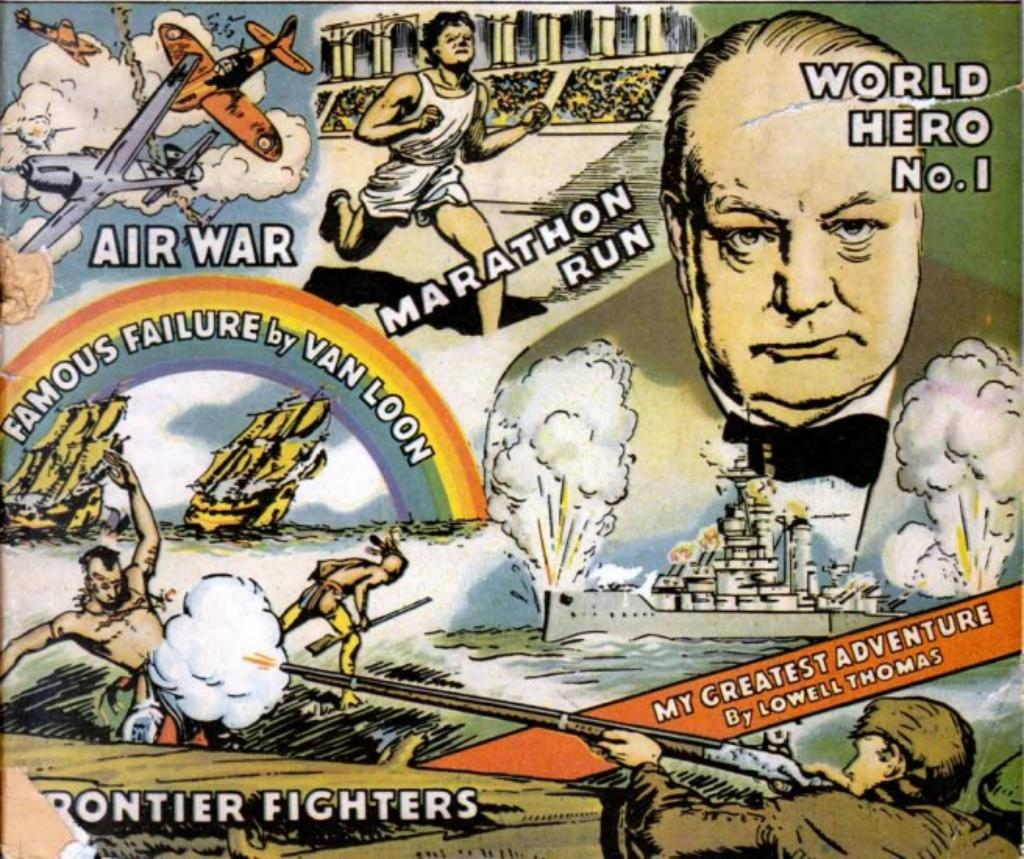
New - FIRST ISSUE

TRUE COMICS

64 PAGES - ALL NEW AND ALL IN FULL COLOR

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TRUTH is stranger and a thousand times more thrilling than FICTION



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A New and Different COMIC MAGAZINE

BY GEORGE J. HECHT
Publisher of "True Comics"



Mr. Hecht is also Publisher of "Parents' Magazine" and "School Management", Vice President of The Limited Editions Club and Secretary of both The Welfare Council of New York City, and The Greater New York Fund, Inc. During World War No. 1, he was head of the U.S. Government Bureau of Cartoons and compiler of the book, "The War in Cartoons".

As you all know there are many comic magazines. Originally the comic strips in newspapers and the comic magazines tried to be funny, and in a few cases succeeded. But nowadays most of the comic magazines no longer even try to be funny. They consist largely of exciting picture stories which everyone recognizes as not only untrue but utterly impossible.

We are happy to present herewith a new and thoroughly different comic magazine. Lord Byron wrote many years ago: "It is strange, but true; for truth is always strange—Stranger than fiction." We have adopted as the slogan of TRUE COMICS, "Truth is stranger and a thousand times more interesting than fiction!" We are sure that you will agree after reading this issue.

Many of the artists who are drawing for this magazine are the same ones who draw for other comic magazines. Others, we feel are even more competent artists than those featured in other comic magazines. We are particularly proud to have as one of our contributors, as well as an Advisory Editor, Dr. Hendrik Willem van Loon, the famous historian, radio commentator and author of "The Story of Mankind" and many other best sellers. The subjects depicted by our artists are frequently suggested by our distinguished Junior and Senior Advisory Editors. (See the list of them above.) All of the art work and captions are supervised by our Editor, David T. Marke, a young but already eminent authority in the field of history. Every effort is being made to publish a magazine which will be both fascinating and accurate.

We hope that you will like this, our first issue. Will you not do me the big favor of writing me whether or not you like it and why, and let me have also your suggestions and criticisms. Be sure to address your letters to me, personally.

And won't you tell your friends about this new magazine? If everyone who likes it will become a booster, sales will grow, and as more and more people read the magazine it will become better and better. We expect to make TRUE COMICS the best comic magazine possible for you and your friends. So do please help us spread the good news that there's a grand new magazine on the newsstands—TRUE COMICS!

TRUE COMICS

published bi-monthly by
THE PARENTS' INSTITUTE, Inc.
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President and Publisher
GEORGE J. HECHT
Editor

DAVID T. MARKE
Art Editors

RALPH O. ELLSWORTH
JOHN H. COMPTON
Funnies, Inc.

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WORLD HERO No.1

10
DOWNING STREET

Drawn by GEORGE HARRISON and AUGUST M. FROEHLICH



Winston Churchill

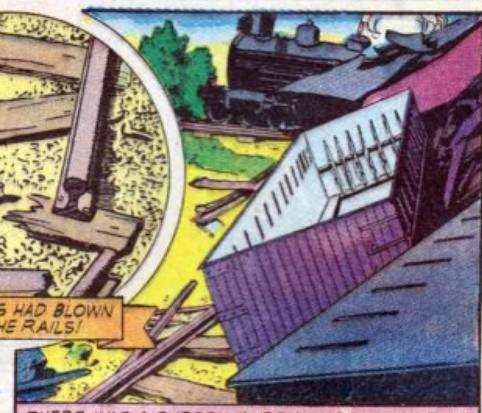
THE COMMANDING GENERAL DECIDED TO SEND OUT AN ARMORED TRAIN... CHURCHILL INSISTED ON GOING--DESPITE THE DANGER.



COMPOSED OF SIX TRUCKS...THREE IN FRONT AND THREE BEHIND--AND CARRYING A COMPANY OF DUBLIN FUSILEERS AND A COMPANY OF DURBAN LIGHT INFANTRY--THE TRAIN SOON RAN INTO A TRAP... WHERE IT WAS DELUGED WITH BOER SHELLS.



ROARING ALONG AT FORTY MILES AN HOUR...THE TRAIN HIT A CURVE WHERE---



THERE WAS A SUDDEN SHOCK...A DEAFENING CRASH...AND THE TRAIN HURTLED OFF THE TRACKS!



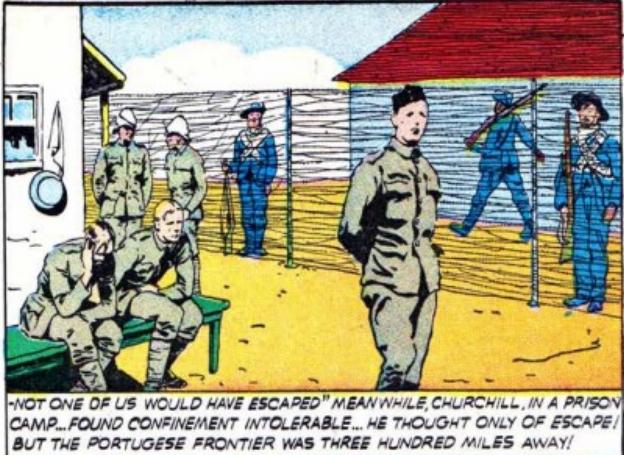
TWO COMPANIES OF INFANTRY KEPT THE ENEMY AT A DISTANCE...CHURCHILL AND A FEW MEN TRIED TO CLEAR AWAY THE WRECK.



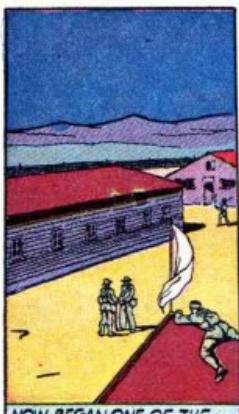
CHURCHILL WAS EVERYWHERE--CHEERING THE MEN ON. BUT BEFORE THE WORK WAS DONE, A BAND OF BOER HORSEMEN SWARMED ABOUT THEM...AND CHURCHILL WAS CAPTURED!



WHEN THE TRAIN GOT BACK TO TOWN,
SOLDIERS REPORTED... "IF IT
HAD NOT BEEN FOR CHURCHILL---



"NOT ONE OF US WOULD HAVE ESCAPED" MEAN WHILE, CHURCHILL, IN A PRISON
CAMP... FOUND CONFINEMENT INTOLERABLE... HE THOUGHT ONLY OF ESCAPE!
BUT THE PORTUGUESE FRONTIER WAS THREE HUNDRED MILES AWAY!



NOW BEGAN ONE OF THE
GREATEST ESCAPE STORIES
EVER TOLD! ONE NIGHT HE...



WHEN DAY BROKE HE WOKE UP... IN LEAPING FROM
THE TRAIN HE FELL INTO A DITCH AND TURNED
BOTH ANKLES. IN SPITE OF THE GREAT PAIN, HE
CONTINUED THE JOURNEY AFOOT!



HUNGRY AND TIRED, HE WENT
ON... HIDING BY DAY AND
WALKING BY NIGHT!

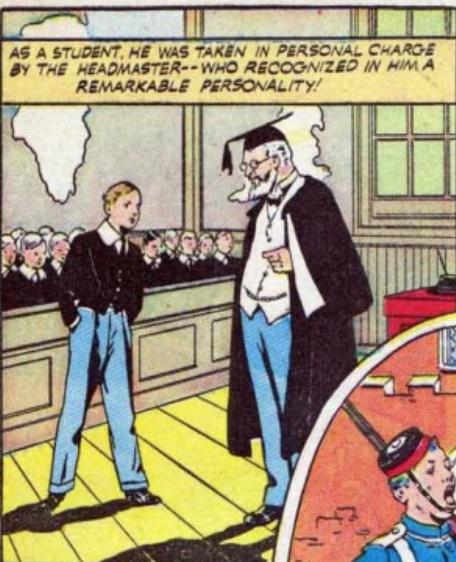


FINALLY... WHEN IT
SEEMED HE COULD
GO ON NO LONGER,
HE CAME TO A
FARMHOUSE...



This was the same Winston Churchill who now leads England in its daily battles against the forces of Hitler and Mussolini. This was but one of the many adventures he got into. He was known as "The Young Man Who Was in a Hurry!" For more than fifty years his talents were but partially used, because he was too far ahead of his time! Half English...he could be mistaken for anyone of our great American political figures--half American...he is one of the most English of Englishmen.

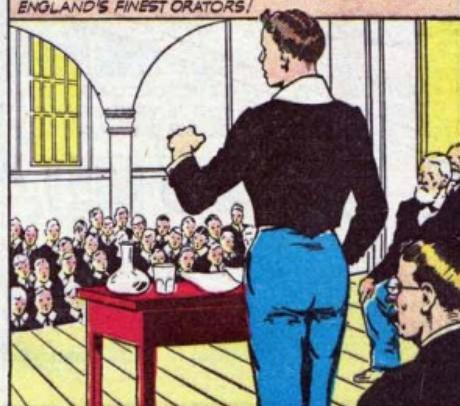
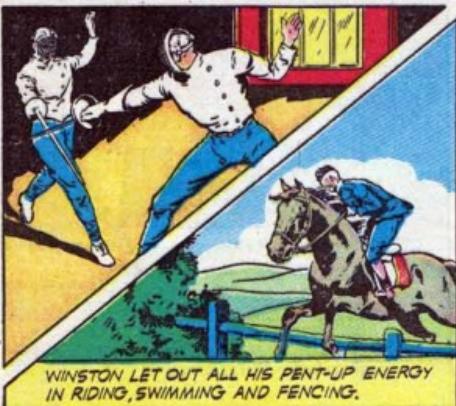
His mother, the former Jennie Jerome, was the daughter of Leonard Jerome, publisher and co-editor of the New York Times...as well as sports fan and politician. His father was the son of the Duke of Marlborough, the descendant of a long line of English statesmen and heroes.



CHURCHILL BORE A CHARMED LIFE. WHILE PLAYING INDIANS ONE DAY HE FELL THIRTY FEET AND GOT UP WITH ONLY A BROKEN SHOULDER!



HIS FAVORITE SUBJECTS WERE HISTORY, POETRY, ESSAY WRITING AND ORATORY. HE HAD A SLIGHT LISP. HE SET OUT TO OVERCOME THIS, AND BECAME ONE OF ENGLAND'S FINEST ORATORS!





IN THE EIGHTEEN MONTHS HE SPENT AT SANDHURST, HE BECAME A CELEBRATED HORSEMAN AND AN EXCELLENT FENCER. HE FINISHED HIS STUDIES EIGHTH IN A GROUP OF A HUNDRED AND FIFTY, AND WAS COMMISSIONED TO THE FOURTH...THE QUEEN'S OWN HUSSARS.



AS A YOUNG OFFICER, HE ENJOYED DAILY THE THRILL OF A CAVALRY SQUADRON GALLOP.



HE WAS EXCITED BY THE CLATTER OF FLYING HOOFSTEPS...THE CLANK OF EQUIPMENT...THE BRIGHT UNIFORMS AND PLUMES AND THE VIOLENCE OF SWIFT MOTION--BUT CHURCHILL STILL LONGED FOR REAL ACTION!

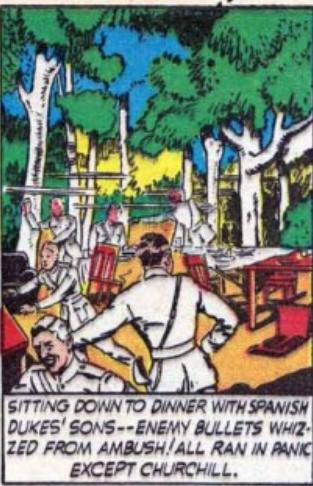


ON LEAVING, WINSTON GAVE A FAREWELL PARTY FOR HIS FELLOW OFFICERS.

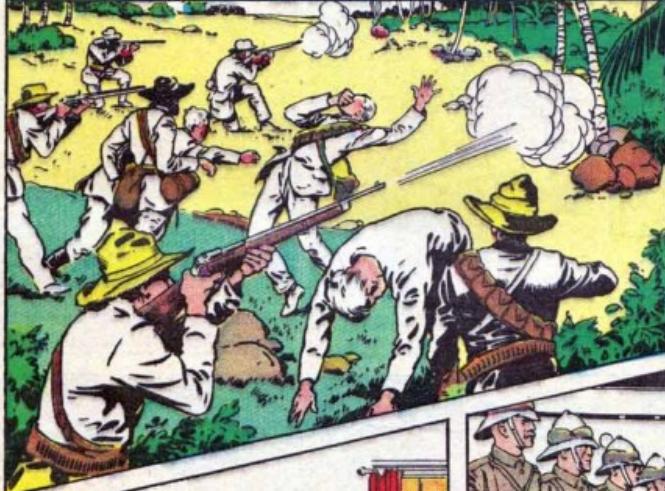
TO THOSE YET UNDER TWENTY-ONE--WHO IN TWENTY YEARS WILL CONTROL THE DESTINIES OF THE BRITISH EMPIRE!



IN 1895, WAR BROKE OUT IN CUBA AGAINST SPANISH RULE. EARLY IN NOVEMBER, CHURCHILL LEFT FOR HAVANA AS A WAR CORRESPONDENT.

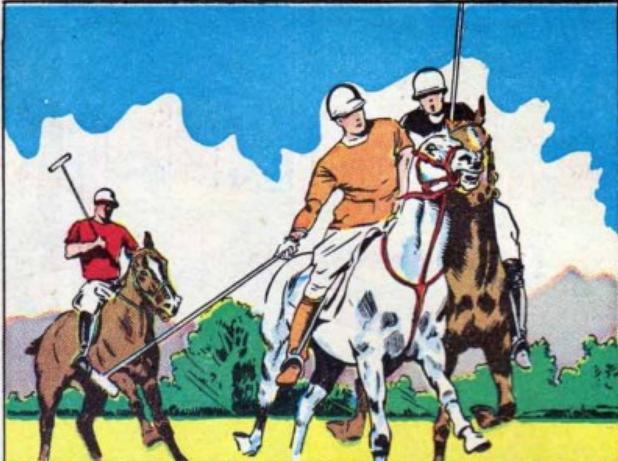


THE DAY FOLLOWING HIS 21ST BIRTHDAY, BROUGHT THE FIRST SKIRMISH... HE MARCHED IMMEDIATELY BESIDE THE GENERAL WHO LED THE INFANTRY ATTACK. THE REBELS LET THE SPANISH TROOPS COME UP TO WITHIN 300 YARDS, THEN-- THE FIRST CASUALTIES FELL AROUND CHURCHILL!





AFTER TWENTY THREE DAYS AT SEA, HE BROKE HIS SHOULDER AGAIN...IN HIS EAGERNESS TO LEAP ASHORE BEFORE THE BOAT TIED UP.



FOR THE OFFICERS, POLO WAS THE MAIN RECREATION. EVERY DAY FROM 5 P.M. TO 8 P.M. THEY RACED ABOUT THE FIELD ON THEIR PONIES!



DINNER CAME AT 8:30 P.M. THE REGIMENTAL BAND PLAYED AND GLASSES CLINKED.



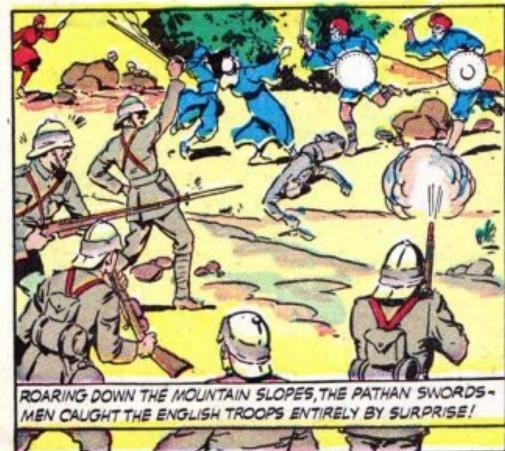
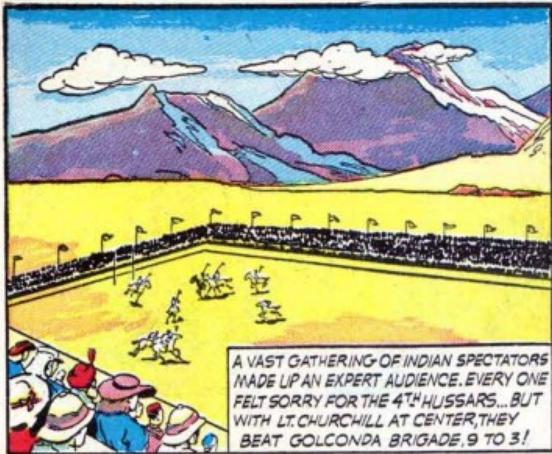
CHURCHILL BECAME POLO CHAMPION!

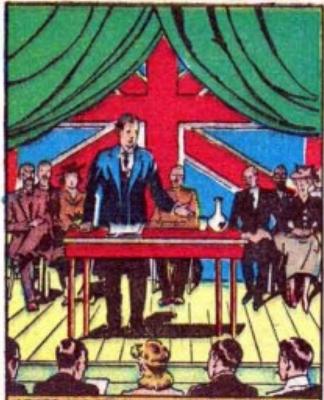


HE EDUCATED HIMSELF IN INDIA, HE STUDIED CONTINUOUSLY... HIS BRILLIANT MIND FINALLY FOUND ITSELF!



ONE EVENT OF THE YEAR WAS THE POLO MATCH BETWEEN THE 4TH HUSSARS AND THE ALL-INDIA CHAMPIONS, THE GOLCONDA BRIGADE, BODYGUARD OF THE NIZAM OF HYDERABAD. ALL HYDERABAD WAS PRESENT AT THE POLO FIELD. TROOPS MARCHED IN REVIEW BEFORE THE GAME...THE ELEPHANTS SALUTED BY RAISING THEIR TRUNKS AS THEY PARADED.

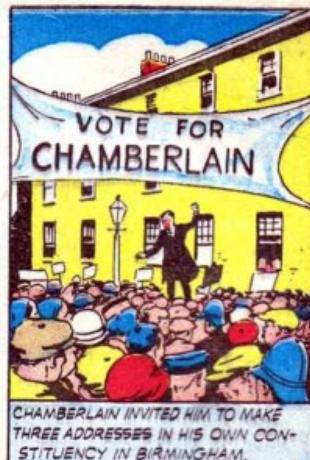




AFTER THE BOER WAR, HE RAN FOR PARLIAMENT AT OLDHAM...THE HOUSE OF COMMONS WAS TO BE HIS REAL HOME.



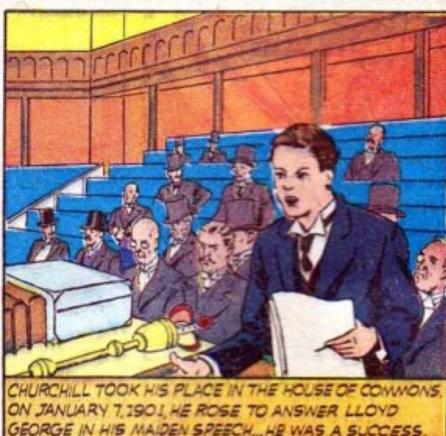
THE CAMPAIGN RAN FOR SIX WEEKS. HIS ELECTION MADE HIM ONE OF THE MOST POPULAR AFTER-DINNER SPEAKERS.



CHAMBERLAIN INVITED HIM TO MAKE THREE ADDRESSES IN HIS OWN CONSTITUENCY IN BIRMINGHAM.



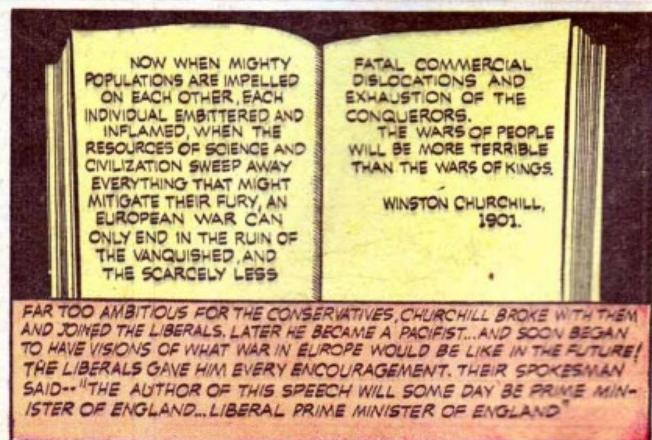
HENCEFORTH HE WAS NEVER TO SPEAK AT A MEETING OF LESS THAN THOUSANDS! HE CAME TO AMERICA ON A LECTURE TOUR. IN BOSTON, HIS RECEPTION WAS AN ENTHUSIASTIC ONE!



CHURCHILL TOOK HIS PLACE IN THE HOUSE OF COMMONS. ON JANUARY 7, 1901, HE ROSE TO ANSWER LLOYD GEORGE IN HIS MAIDEN SPEECH...HE WAS A SUCCESS.



AFTER THE DEBATE, HE WAS INTRODUCED TO LLOYD GEORGE...THEY BECAME FAST FRIENDS.



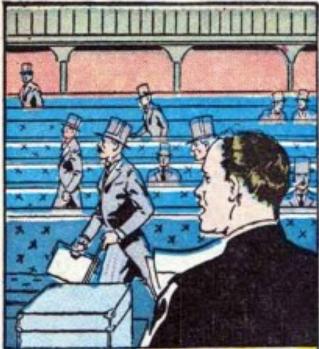
NOW WHEN MIGHTY POPULATIONS ARE IMPELLED ON EACH OTHER, EACH INDIVIDUAL ENBITTERED AND INFLAMED, WHEN THE RESOURCES OF SCIENCE AND CIVILIZATION SWEEP AWAY EVERYTHING THAT MIGHT MITIGATE THEIR FURY, AN EUROPEAN WAR CAN ONLY END IN THE RUIN OF THE VANQUISHED, AND THE SCARCELY LESS

FATAL COMMERCIAL DISLOCATIONS AND EXHAUSTION OF THE CONQUERORS.

THE WARS OF PEOPLE WILL BE MORE TERRIBLE THAN THE WARS OF KINGS.

WINSTON CHURCHILL,
1901.

FAR TOO AMBITIOUS FOR THE CONSERVATIVES, CHURCHILL BROKE WITH THEM AND JOINED THE LIBERALS. LATER HE BECAME A PACIFIST...AND SOON BEGAN TO HAVE VISIONS OF WHAT WAR IN EUROPE WOULD BE LIKE IN THE FUTURE! THE LIBERALS GAVE HIM EVERY ENCOURAGEMENT. THEIR SPOKESMAN SAID--"THE AUTHOR OF THIS SPEECH WILL SOME DAY BE PRIME MINISTER OF ENGLAND...LIBERAL PRIME MINISTER OF ENGLAND"



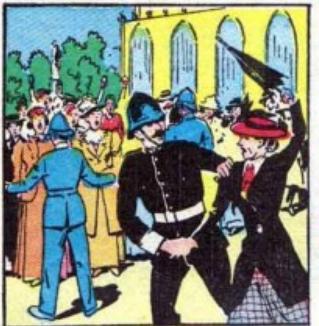
THE CONSERVATIVE PARTY WAS SPLIT BY INTERNAL DISSENSION. WHEN CHURCHILL ROSE TO SPEAK IN THE HOUSE, THE CONSERVATIVE MEMBERS WALKED OUT!



IN 1906, THE CONSERVATIVES WERE BADLY BEATEN, AND THE LIBERALS CAME INTO POWER. CHURCHILL WAS MADE UNDER SECRETARY FOR THE COLONIES.



THE SAME YEAR HE WAS THE GUEST OF KAISER WILHELM II AT ARMY MANEUVERS. HE WAS SHOWN AN ENTIRE FIELD DIVISION IN ACTION, BUT WAS UNIMPRESSED WITH ITS ORGANIZATION.



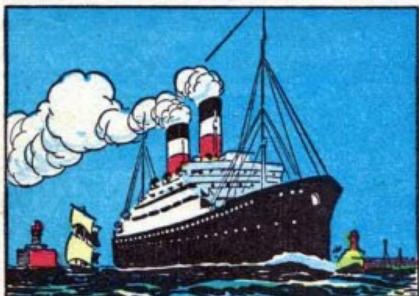
WHEN CHURCHILL CAME UP FOR RE-ELECTION IN 1908, THE MOVEMENT TO GIVE WOMEN THE VOTE WAS STARTED. UNSYMPATHETIC TO THEIR CAUSE, THEY CONTINUALLY INTERRUPTED HIS SPEECHES.



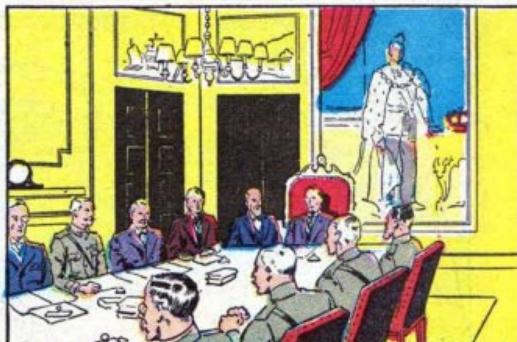
BUT HE WAS NOT UNSYMPATHETIC TO ONE WOMAN—CLEMENTINE HOZIER. IN SEPTEMBER 1908 THEY WERE MARRIED. GIFTS CAME FROM THE KING AND QUEEN!



A SECOND TIME HE WAS INVITED TO GERMAN MANEUVERS. THIS TIME THE REGIMENTS WERE ORGANIZED ON A WAR BASIS.



CHURCHILL WAS STILL A FRIEND OF THE GERMANS. ON A MEDITERRANEAN CRUISE, HE MET MARSHALL BARTHOLDI BIBERSTEIN, THE GERMAN DIPLOMAT. GERMANY WAS THEN BUILDING THE BAGDAD RAILWAY. CHURCHILL OFFERED ENGLISH COOPERATION, BUT WAS CURTLY REFUSED... EVERYTHING POINTED TO GERMAN PLANS FOR WORLD DOMINATION!



CHURCHILL BEGAN FEVERISH PREPARATIONS FOR WAR. A SECRET MEETING OF THE COMMITTEE FOR NATIONAL DEFENSE WAS SUMMONED, AND FOR THE FIRST TIME CHURCHILL WAS ADMITTED TO THE CIRCLE! AT NIGHT HE STUDIED THE SECRET PLANS FOR DEFENSE.



ASQUITH WAS DEEPLY IMPRESSED BY THE FIERY ZEAL OF HIS YOUNG COLLEAGUE. IN OCT. 1911, ON THE WAY HOME FROM GOLFING IN SCOTLAND, ASQUITH SHOWED CHURCHILL PROOF THAT GERMANY WAS PREPARING TO ATTACK. "WOULD YOU LIKE TO GO TO THE ADMIRALTY?" ASKED ASQUITH. "INDEED I WOULD!" REPLIED CHURCHILL.



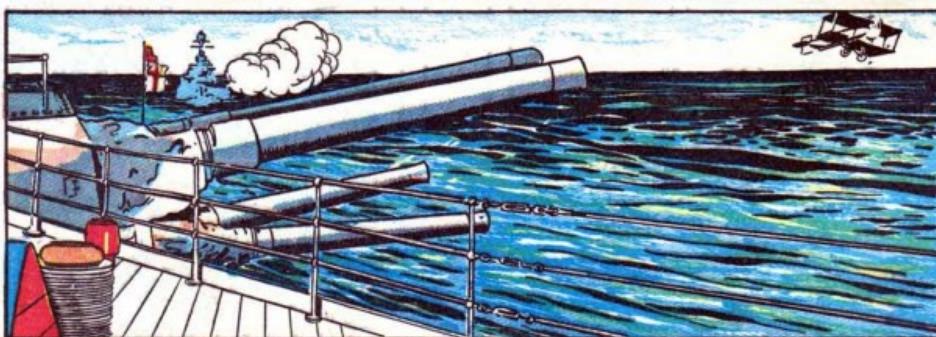
CHURCHILL REORGANIZED THE WHOLE DEPARTMENT. HE PASSED OVER FOUR OR FIVE MOST IMPORTANT ADMIRALS. HE MADE REAR-ADmirAL BEATTY, THE YOUNGEST FLAG OFFICER, HIS NAVAL SECRETARY.



EARLY IN 1912 HE LEARNED TO FLY... HE FLEW AS AN EXAMPLE AND AN ENCOURAGEMENT TO HIS YOUNG OFFICERS. HE ESCAPED DEATH BY A HAIRSBREADTH MANY TIMES.



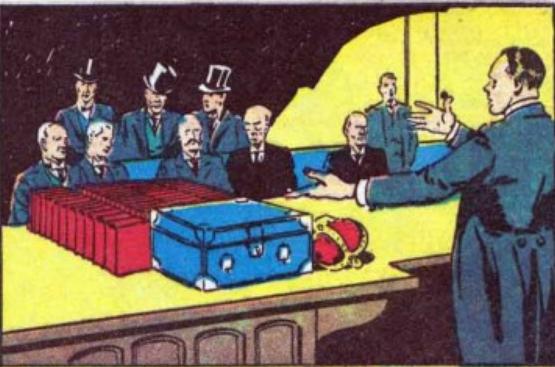
GERMANY WAS MADLY TRYING TO CATCH UP WITH THE BRITISH NAVY AT THE GLASGOW SHIPYARDS. IN A SPEECH HE POINTED OUT TO WILHELM II, THAT THE NAVY WAS TO ENGLAND, A NECESSITY; TO GERMANY, A LUXURY. THE RACE WAS ON! THE GERMAN PRESS SPREAD WHAT IT CALLED HIS 'QUESTIONABLE REPUTATION' THROUGHOUT THE WORLD!



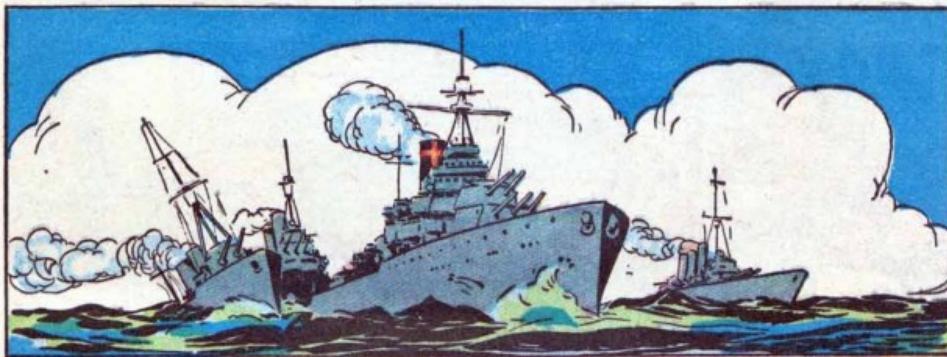
ACTS WERE HIS REPLY TO SLANDER. HE SHIFTED THE NAVY FROM COAL TO OIL FUEL... THUS INCREASING THE SHIPS' CRUISING RANGE. HE SECRETLY REPLACED THE 13.5" GUNS ON FIVE NEW DREADNAUGHTS WITH 15" GUNS. IT WAS A GAMBLE... IF THE GUNS SHOOK THE SHIP TO PIECES, THE WHOLE COMPLEXION OF NAVAL SUPERIORITY WOULD CHANGE, AND CHURCHILL WOULD GO DOWN WITH THE SHIPS. BUT THE GAMBLER WON! IN MARCH 1913, HE DEMANDED THE BUILDING OF A FAST DIVISION OF BATTLESHIPS -- THE QUEEN ELIZABETH CLASS... WITH FIFTEEN INCH GUNS... AND A SPEED OF TWENTY FIVE KNOTS PER HOUR!



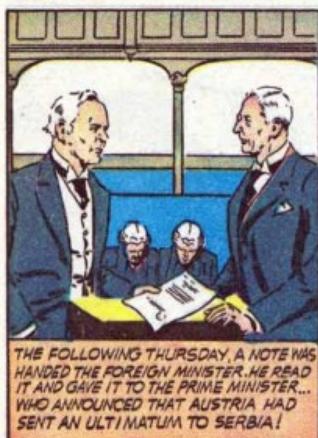
AT THE LORD MAYOR OF LONDON'S BANQUET IN NOV. 1913, CHURCHILL SPOKE THESE PROPHETIC WORDS: "THE NEEDS OF THE NATIONAL SAFETY DEMAND ALSO THE BEST POSSIBLE MEASURES OF AERIAL DEFENSE."



HE SHOWED THAT HE WAS IN EARNEST WHEN HE PRESENTED A RECORD NAVAL ESTIMATE. HE DEMANDED \$257,000,000, AND BACKED THAT FIGURE WITH THE WORDS... "UNLESS OUR NAVY'S STRENGTH WERE AMPLY AND UNSWERVINGLY MAINTAINED... THE GOVERNMENT COULD NOT FEEL THAT THEY WERE DOING THEIR DUTY TO THIS COUNTRY!"



IN THE SUMMER OF 1914 HE DID NOT HOLD THE USUAL NAVAL MANEUVERS. INSTEAD, THE MOMENT THE FOREIGN MINISTER CONFIDED TO HIM THAT WAR WAS IMMINENT, HE TESTED THE PLANS FOR FULL FLEDGED MOBILIZATION. THE NAVY PASSED IN REVIEW BEFORE HIS MAJESTY ON JULY 18TH 1914. 70,000 OFFICERS AND MEN IN 200 SHIPS, STEAMING 15 KNOTS AN HOUR... PASSED THE SALUTING POINT IN THE COURSE OF SIX HOURS!



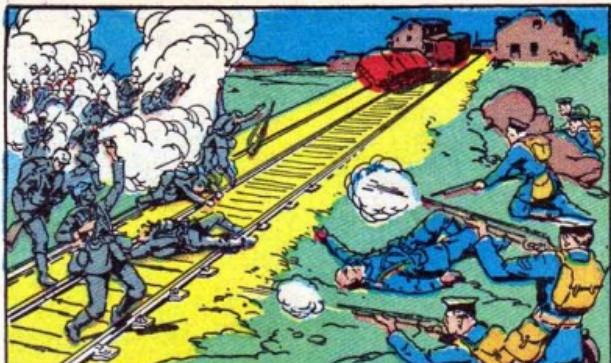
THE FOLLOWING THURSDAY, A NOTE WAS HANDED THE FOREIGN MINISTER. HE READ IT AND GAVE IT TO THE PRIME MINISTER... WHO ANNOUNCED THAT AUSTRIA HAD SENT AN ULLTIMATUM TO SERBIA!



CHURCHILL RETURNED TO THE ADMIRALTY... AND ISSUED A FINAL WARNING TO GERMANY-- ORDERS HAVE BEEN GIVEN TO THE FIRST FLEET, WHICH IS CONCENTRATED AT PORTLAND, NOT TO DISPERSE FOR MANEUVERS FOR THE PRESENT."



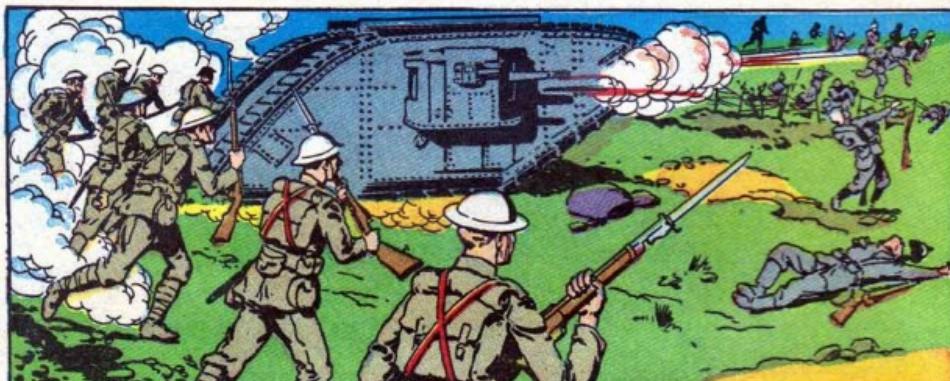
ON AUG. 4TH AT 11 P.M., A GENERAL ORDER WENT OUT TO THE BRITISH NAVY... "START HOSTILITIES AT ONCE AGAINST GERMANY." FIVE MINUTES LATER THE VESSELS WERE ON THEIR WAY... THE WORLD WAR HAD BEGUN!



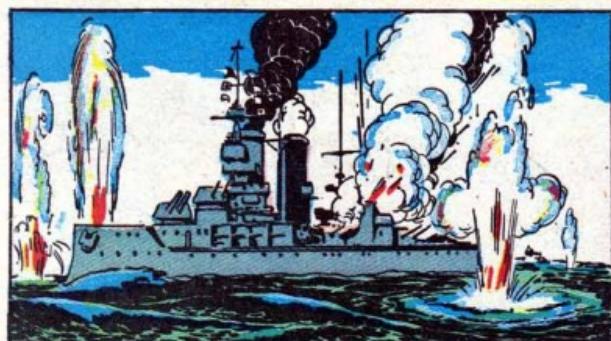
A NAVAL BRIGADE WAS SENT TO ANTWERP TO HELP THE BELGIANS. AFTER FOUR OR FIVE DAYS OF FIGHTING, THEY WERE DEFEATED. CHURCHILL, WHO HAD GONE THERE, RETURNED TO TAKE OVER THE ADMIRALTY AGAIN, WITH THE STIGMA OF FAILURE FOR WHICH HE WAS NOT TO BLAME.



CHURCHILL WAS IN BED WITH A SEVERE ATTACK OF FEVER, WHEN ON FEB. 20TH, 1915, HE CALLED NAVY EXPERTS INTO HIS BED-CHAMBER AND ORDERED THE BUILDING OF 18 EXPERIMENTAL LANDSHIPS.



THEY WERE NOT QUITE FINISHED WHEN CHURCHILL WAS FORCED TO GIVE UP THE ADMIRALTY AND HIS SUCCESSOR, MR. ARTHUR BALFOUR, CANCELLED THE ORDER FOR THESE CRAZY CONTRAPCTIONS. HOWEVER, HE ALLOWED A SAMPLE TO GO THROUGH, AND IT WAS TRIED OUT IN FEBRUARY 1916. SO SUCCESSFUL WAS THE RESULT THAT FORTY WERE ORDERED. THEY PROVED A DECISIVE FACTOR IN A BATTLE ON SEPTEMBER 15, 1916!



IN THE MEANTIME, CHURCHILL HAD ORDERED THE FLEET TO FORCE PASSAGE THROUGH THE DARDANELLES. THE RESULTS WERE DISASTROUS! TWO ENGLISH AND ONE FRENCH BATTLESHIP WERE SUNK, AND TWO OTHERS PUT OUT OF ACTION. IT WAS A TERRIBLE PERSONAL BLOW TO CHURCHILL, AS HE WAS MADE RESPONSIBLE FOR THE FAILURE. HE REMAINED A MEMBER OF THE WAR COUNCIL, BUT HE NO LONGER HAD A VOICE.



NO PLACE BEING FOUND FOR HIM IN THE NEW CABINET... HE REJOINED HIS REGIMENT, THE SIXTH ROYAL SCOTS FUSILIERS AS A MAJOR.



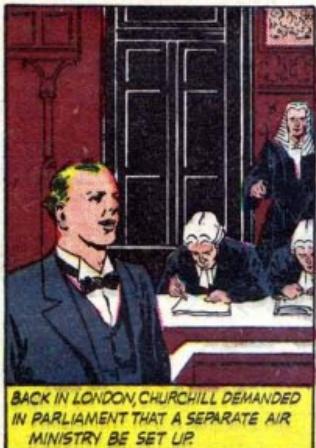
CHURCHILL HAD SEVERAL MIRACULOUS ESCAPES FROM DEATH. FIVE MINUTES AFTER HE LEFT A DUGOUT, A BOMB CAME THROUGH THE ROOF--DESTROYING IT!



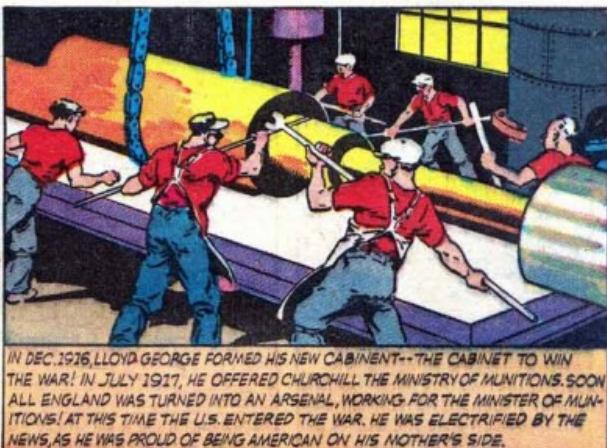
ON DEC. 15TH, CHURCHILL WAS PROMOTED TO THE RANK OF COLONEL AND TOOK OVER THE COMMAND OF THE SCOTS. HE WAS A STRICT DISCIPLINARIAN!



HE YIELDED TO DEMANDS FOR HIS RETURN TO THE CABINET. IN A FAREWELL DINNER TO HIS FELLOW OFFICERS HE SAID--I AM GRATEFUL FOR THE OPPORTUNITY TO HAVE FOUND OUT THAT THE YOUNG SCOT IS THE MOST FORMIDABLE FIGHTING ANIMAL!



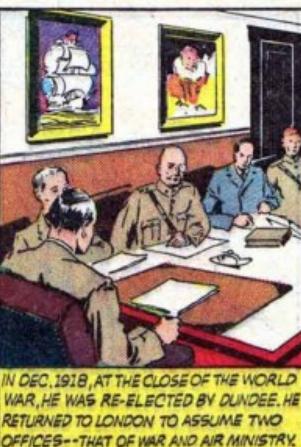
BACK IN LONDON, CHURCHILL DEMANDED IN PARLIAMENT THAT A SEPARATE AIR MINISTRY BE SET UP.



IN DEC. 1916, LLOYD GEORGE FORMED HIS NEW CABINET--THE CABINET TO WIN THE WAR! IN JULY 1917, HE OFFERED CHURCHILL THE MINISTRY OF MUNITIONS. SOON ALL ENGLAND WAS TURNED INTO AN ARSENAL, WORKING FOR THE MINISTER OF MUNITIONS! AT THIS TIME THE U.S. ENTERED THE WAR. HE WAS ELECTRIFIED BY THE NEWS, AS HE WAS PROUD OF BEING AMERICAN ON HIS MOTHER'S SIDE.



IN THE MORNING HE WOULD SPEND HIS TIME AT HIS DESK--IN THE AFTERNOONS HE WOULD FLY ACROSS THE CHANNEL TO FRANCE, OFTEN RISKING HIS LIFE IN THE OLD WORLD WAR PLANES!



IN DEC. 1918, AT THE CLOSE OF THE WORLD WAR, HE WAS RE-ELECTED BY DUNDEE. HE RETURNED TO LONDON TO ASSUME TWO OFFICES--THAT OF WAR AND AIR MINISTRY.



LLOYD GEORGE CHANGED THE CABINET IN 1922. CHURCHILL WAS NOT MADE CHANCELLOR OF THE EXCHEQUER... ENGLAND WAS STUNNED! ON OCT. 24TH HE HAD AN ATTACK OF APPENDICITIS. THREE DAYS LATER, HE WAS CAMPAIGNING FOR REELECTION!



HE TOOK UP PAINTING AGAIN, THEN BEGAN TO WRITE HIS LIFE'S WORK—"THE WORLD IN CRISIS"...AN ACCOUNT OF THE FIRST WORLD WAR, HE RECEIVED \$100,000 FOR THE WORK.



AT LAST HE COULD REALIZE HIS DREAM! HE BOUGHT AN ESTATE IN THE COUNTRY, AND BECAME A COUNTRY SQUIRE. HE HELPED REBUILD THE HOUSE WITH HIS OWN HANDS.



RAMSAY MACDONALD FORMED THE FIRST LABOR GOVERNMENT WITH THE ASSISTANCE OF THE LIBERALS. CHURCHILL RESIGNED FROM THE PARTY, IN 1924. HE WAS MADE CHANCELLOR OF THE EX-CHEQUER—A POST HE HAD LONG DESIRED.



CHURCHILL WROTE THREE ESSAYS AT THIS TIME, THAT SHOULD HAVE STIRRED THE WORLD. "SHALL WE ALL COMMIT SUICIDE" APPEARED IN 1925.



IN 1926 HE TOOK A VACATION, TRAVELLING TO ROME AND INTERVIEWING MUSSOLINI. LATER, HE WENT TO EGYPT, WHERE HE PAINTED THE PYRAMIDS.



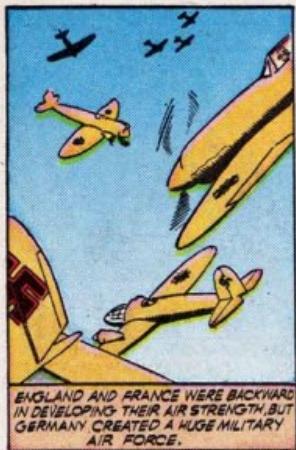
CHURCHILL CAME TO THE U.S.A. ON DECEMBER 13TH, 1929. HE WAS HIT BY TAXI AS HE CROSSED FIFTH AVENUE BETWEEN 66TH AND 67TH STS.—ON HIS WAY TO VISIT BERNARD M. BARUCH. "IT'S MY FAULT!" HE MANAGED TO SAY.



LATER, CHURCHILL FOUND HIMSELF IN THE MINORITY IN THE HOUSE OF COMMONS. THE MACDONALD GOVERNMENT BEGAN THE POLICY OF APPEASEMENT OF GERMANY, WHILE CHURCHILL WARNED ENGLAND AGAINST HITLER...



NO ONE LISTENED! WHILE HITLER RE-ESTABLISHED UNIVERSAL MILITARY TRAINING IN 1935 AND BEGAN TO BUILD UP A TERRIBLE WAR MACHINE, THE BRITISH DEBATED A REDUCTION IN ARMAMENTS!



ENGLAND AND FRANCE WERE BACKWARD IN DEVELOPING THEIR AIR STRENGTH, BUT GERMANY CREATED A HUGE MILITARY AIR FORCE.



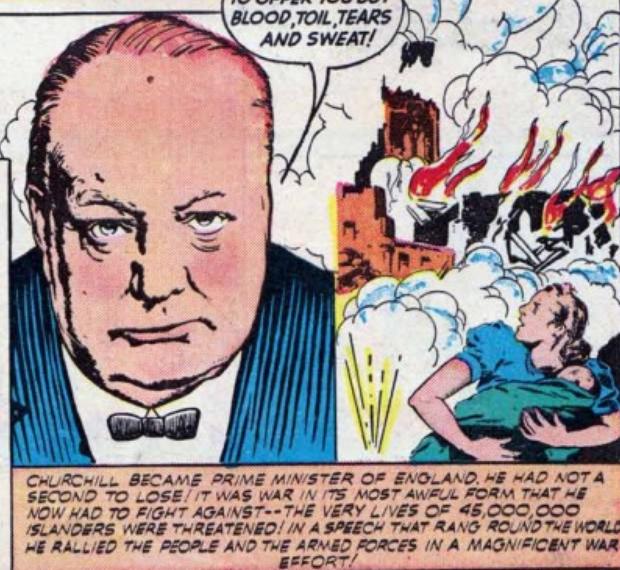
MARCH, 1938--GERMAN ARMED FORCES OVERRAN AUSTRIA AND ABSORBED IT--OCTOBER, 1938--CZECHOSLOVAKIA WAS CONQUERED--SEPTEMBER, 1939, GERMANY SWAMPED POLAND--ONLY THEN DID ENGLAND AND FRANCE DECLARE WAR!



EVERY DAY THE BRITISH WERE FORCED TO WITHSTAND A TERRIFIC AERIAL BOMBARDMENT FROM THE NAZI FORCES---BRAVELY THEY FOUGHT BACK!



AN AROUSED ENGLAND DEMANDED THE RETURN OF CHURCHILL, THE PRIME MINISTER WAS FORCED TO INVITE HIM TO BECOME HEAD OF THE NAVY--A WIRELESS WENT OUT TO ALL SHIPS OF THE BRITISH FLEET: "WINNIE IS BACK!"



CHURCHILL BECAME PRIME MINISTER OF ENGLAND. HE HAD NOT A SECOND TO LOSE! IT WAS WAR IN ITS MOST AWFUL FORM THAT HE NOW HAD TO FIGHT AGAINST--THE VERY LIVES OF 45,000,000 ISLANDERS WERE THREATENED! IN A SPEECH THAT RANG ROUND THE WORLD HE RALLIED THE PEOPLE AND THE ARMED FORCES IN A MAGNIFICENT WAR EFFORT!

The first attempt to sail north of Russia to China

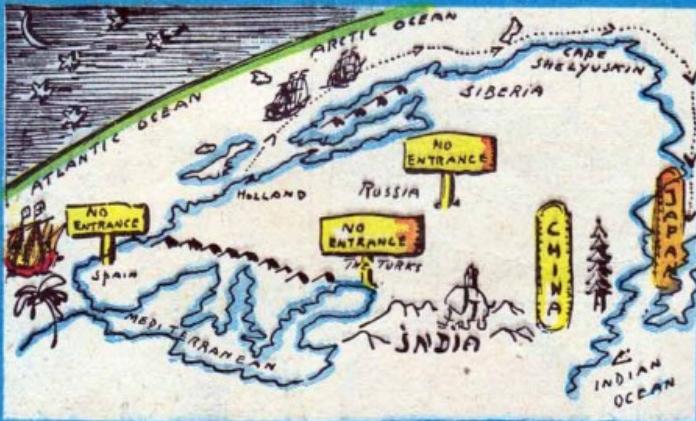
Famous Firsts

by Hendrik Willem Van Loon

Noted historian, lecturer and radio commentator.

Author of "*The Story of Mankind*" and many other books.

EARLY in the sixteenth century, Holland suddenly found itself cut off from the Indian spice trade by the Turks in the East and the Spaniards in the West.



THE merchants of Amsterdam therefore decided to find a new road to China, Japan and the Indies by sailing due north and skirting the coast of Siberia.

This was a most hazardous undertaking as no one had ever been in the polar regions before.

ON May 18th of the year 1596, two Dutch ships sailed toward the Pole. One of these was commanded by Jacob van Heemskerk, and his first mate was one Willem Barentszoon or William Barents, as he is known to us.



Even if you don't succeed many things are worth the trying!



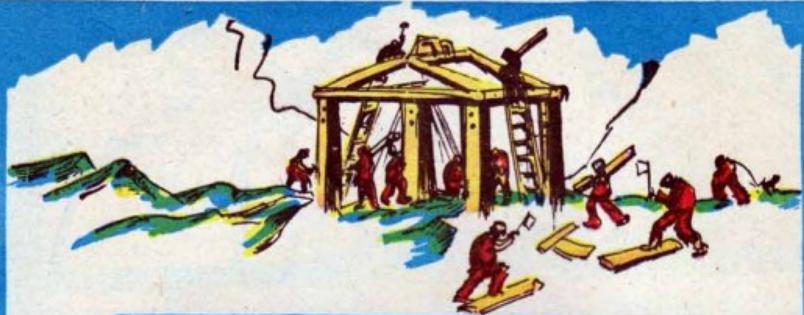
THE two ships got separated by storms. De Ryp went westward but Heemskerk and Barents pushed farther north. Here their little vessel, with less than twenty-five sailors, got lost among the icebergs of the Polar Sea.



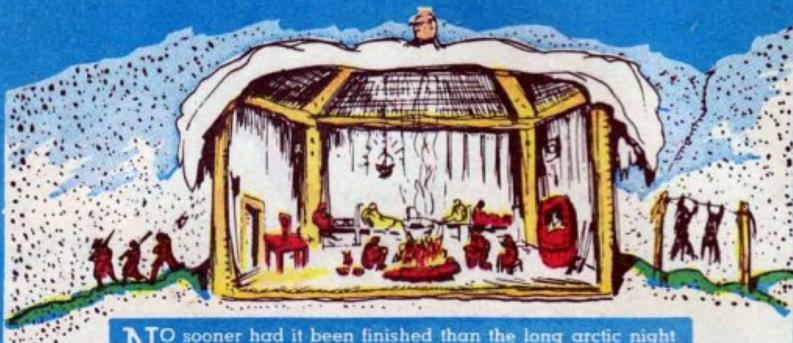
AT last they reached land, the northernmost tip of the Siberian island of Nowaya Zembla, which is Russian for "New Island."



BUT their ship was so badly crushed by the ice that it was a complete loss. As the arctic winter was about due, they knew that they would have to spend the next six months in the dark of the polar night.



AND so they broke down their faithful ship and used the wood to build themselves a small house. The chimney was an old beer barrel.



NO sooner had it been finished than the long arctic night set in with terrible blizzards which made it difficult for them to go out. They wore the skins of bears and foxes they shot to protect themselves against the temperature of 60° below zero.

The house proved to be a snug and pleasant little home. They even had a bath-tub made also out of an old beer barrel.



AND then one morning—behold!—there was a glimpse of light. At last the sun had returned! The time had come to try and make for home. Their vessel was a complete loss and so they took the two life-boats and fixed them up as well as they could.

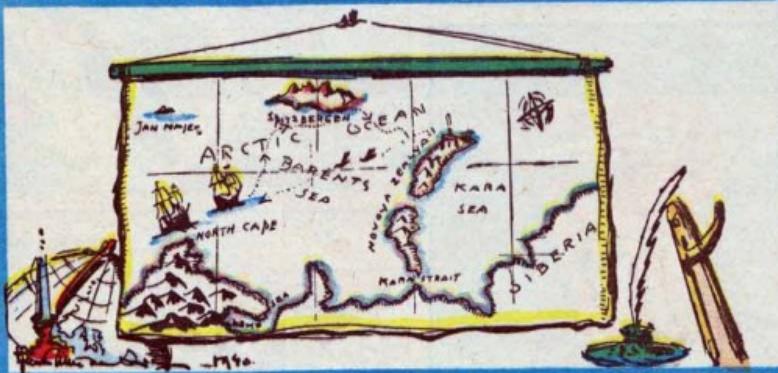


BUT they were so weak from lack of the proper food that they could scarcely drag the boats to open water. And alas! their good pilot, Willem Barentszoon, and another sailor failed to survive the hardships, dying before the others were ready to leave their Behouden Huis, or "Safe Home."



THEN in their two open and very leaky boats they bade farewell to Nowaya Zembla and sailed westward, and at last they reached a small Russian settlement on the Kola peninsula.

There they were kindly received and fed back to health until by great good luck the ship of Captain de Ryp, who had been forced to spend the winter in the White Sea, turned up. With him they sailed back to Holland.



THEY were a tremendous success when they marched through Amsterdam, but their voyage had been so disastrous that the experiment was not repeated until the year 1878, when the Swedish Baron Nordenskiold sailed the Vega from Sweden to China by way of the northeastern passage and proved that such a passage actually exists.

It is, however, too full of ice to be of any practical use.

Air WAR

by NATHANIEL NITKIN
and EDWIN SMALL, JR.

Fighting PLANES of
LEADING NATIONS

OUT OF THE BLOOD AND FIRE OF THE WAR HAVE COME NEW IDEAS IN MODERN MILITARY AVIATION --- THEY HAVE CHANGED OUR MILITARY PLANE SPECIFICATIONS. THIS IS A STORY OF THE MEN AND PLANES WHO DEVELOPED MILITARY AVIATION TO WHAT IT IS TODAY.



DURING WORLD WAR NO. 1, GENERAL DOWDING SHIFTED FROM THE ARTILLERY TO THE ROYAL FLYING CORPS. AFTER THE WAR, HE REMAINED IN THE AIR FORCE, IN CHARGE OF THE FIGHTERS.

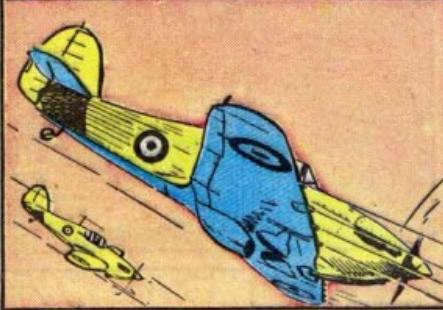


GENERAL SIR HUGH "STUFFY" DOWDING IS THE MAN MOST RESPONSIBLE FOR THE DEADLINESS OF BRITISH FIGHTER PLANES

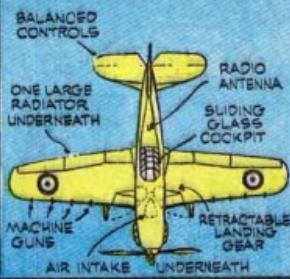


BELIEVING IN THE OLD ARTILLERY IDEA OF THE MORE GUNS THE BETTER... GENERAL DOWDING, JUST BEFORE THIS WAR STARTED, ISSUED THE FAMOUS F 36...34 SPECIFICATIONS TO DESIGNERS, OF FIGHTING PLANES.

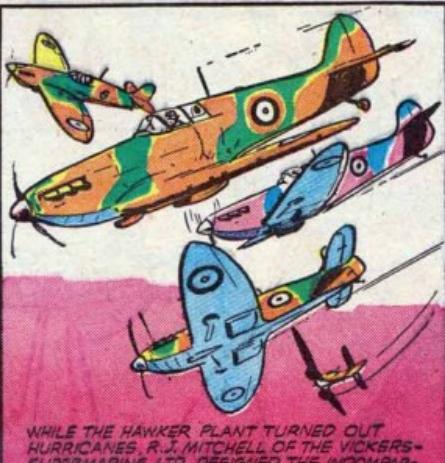
F 36-34 SPECIFICATIONS CALLED FOR EIGHT BROWNING MACHINE GUNS--FOUR IN EACH WING. THE FIRST SUCCESSFUL MODEL WAS THE HAWKER HURRICANE...DESIGNED BY SYDNEY CAMM.



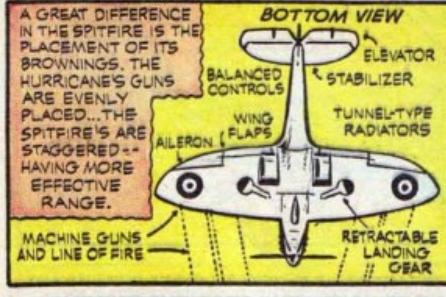
TOP VIEW



EQUIPPED WITH A ROLLS ROYCE MERLIN II ENGINE, THE HURRICANE HAS A MAXIMUM SPEED OF 335 MILES PER HOUR AND A CLIMB OF 2,400 FEET PER MINUTE. ITS 8 BROWNING GUNS CONVERGE AT A POINT WHERE THE ENEMY USUALLY IS.



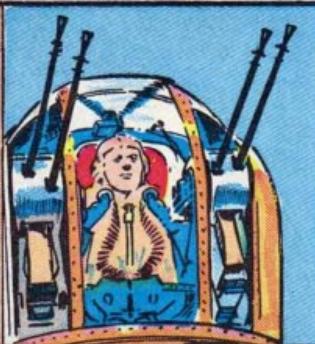
A GREAT DIFFERENCE IN THE SPITFIRE IS THE PLACEMENT OF ITS BROWNING'S. THE HURRICANE'S GUNS ARE EVENLY PLACED...THE SPITFIRE'S ARE STAGGERED--HAVING MORE EFFECTIVE RANGE.



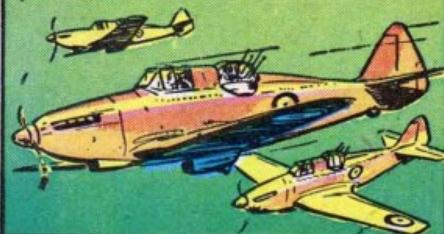
WHILE THE HAWKER PLANT TURNED OUT HURRICANES, R.J. MITCHELL OF THE VICKERS-SUPERMARINE LTD. DESIGNED THE INCOMPARABLE SPITFIRE. LIKE THE HURRICANE, IT HAS A ROLLS ROYCE MERLIN II ENGINE, MAXIMUM SPEED OF THE SPITFIRE IS 337 MILES PER HOUR, RATE OF CLIMB...11,000 FEET IN 4.8 MINUTES.



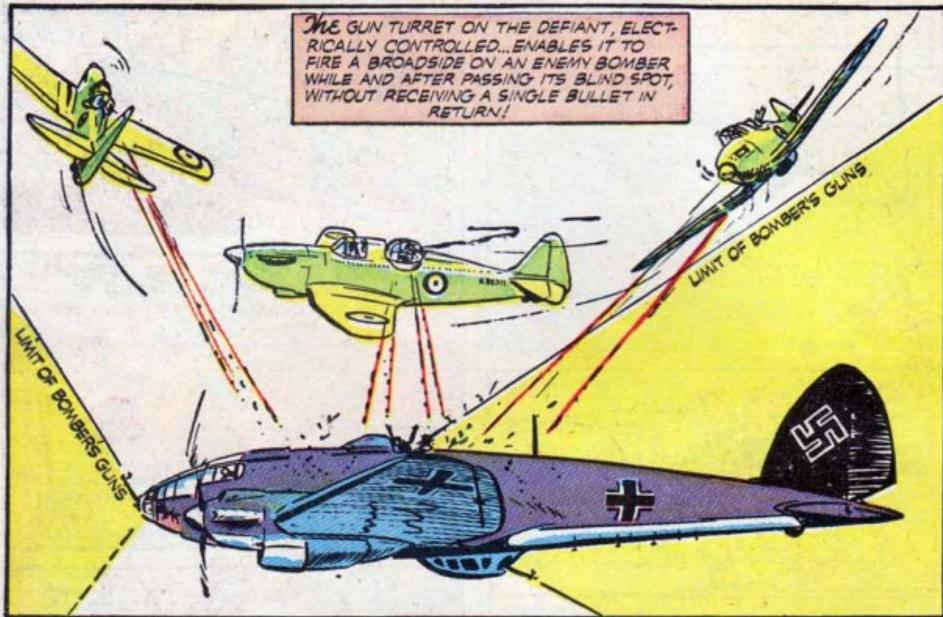
DOWDING'S PRINCIPLE WAS CARRIED TO THE BOMBER SQUADRON. THE EFFICIENT FRAZER-NASH POWER TURRET WAS THE RESULT. THE GUNNER MANS A DUMMY GUN WHICH SWINGS AND FIRES FOUR VICKERS K-GUNS.



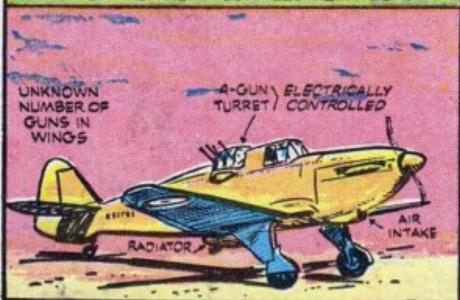
DOWDING ALSO MADE A STUDY OF THE WEAK POINTS OF NAZI PLANES. OUT OF THIS, AND HIS PRINCIPLES, THE BOULTON PAUL DEFIDENT WAS DEVELOPED.



THE GUN TURRET ON THE DEFIDENT, ELECTRICALLY CONTROLLED... ENABLES IT TO FIRE A BROADSIDE ON AN ENEMY BOMBER WHILE AND AFTER PASSING ITS BLIND SPOT, WITHOUT RECEIVING A SINGLE BULLET IN RETURN!



THE DEFIDENT IS A TWO-SEATER MADE OF STRESSED SKIN CONSTRUCTION... HAS A ROLLS ROYCE MERLIN II ENGINE AND A MAXIMUM SPEED OF FOUR HUNDRED MILES PER HOUR.



THE DEFIDENT IS POISON TO ENEMY BOMBERS, AND PROVED ITS METtle AT DUNKERQUE. HOWEVER... SOME INTERNAL WEAKNESS CAUSED CHANGES IN STRUCTURE SPECIFICATIONS, NOT KNOWN AT PRESENT.



IN THE MEANTIME,
GENERAL UDET
IN GERMANY
BROUGHT A NEW
KIND OF BOMBING
PLANE INTO
GENERAL USE...
REVOLUTIONIZ-
ING WARFARE
IN GENERAL.



IN WORLD WAR NO. 1, UDET WAS A MEMBER
OF RICHTHOFEN'S FLYING CIRCUS. SO WAS
GOERING--HIS SUPERIOR OFFICER IN THE
LUFTWAFFE.

AS A MILITARY
ATTACHE, UDET
WITNESSED
OUR NAVY'S NEW
DIVE BOMBING
TECHNIQUE...
HE WAS
IMPRESSIONED.



THE FIRST STUKA DIVE BOMBER DEVELOPED
IN GERMANY WAS THE HENSCHEL HS 123.
EQUIPPED WITH A B.M.W. 132 RADIAL ENGINE,
IT HAD THE TOP SPEED OF 193 MILES PER
HOUR.



RETURNING TO GERMANY, UDET DESCRIBED
DIVE BOMBING IN GLOWING TERMS TO
HITLER AND GOERING--THEY SAW ITS
POSSIBILITIES.



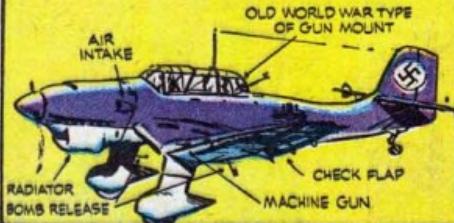
THESE HENSELHS
SAW SOME WAR
SERVICE,
HOWEVER, THEY
PROVED TO BE TOO
VULNERABLE TO
ENEMY PLANES.



ALSO FOLLOWING HITLER'S ORDERS TO PRODUCE A DIVE BOMBER...THE GREAT JUNKERS PLANT DEVELOPED THE JU 87--THE STUKA THAT HAS BECOME SO WELL KNOWN.



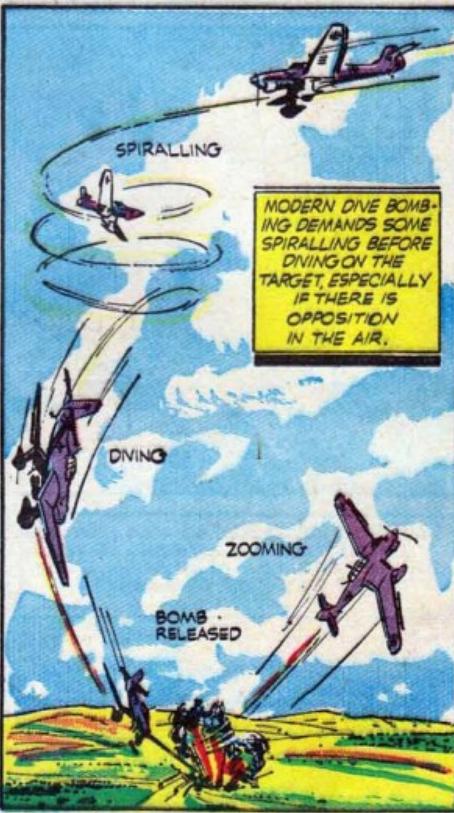
EQUIPPED WITH A JUNKERS ENGINE, THIS STUKA HAS A LEVEL SPEED OF 240 MILES PER HOUR AND A DIVING VELOCITY OF 435 MILES PER HOUR. ITS LARGE WING FLAPS ACT AS AIR BRAKES.



DIVE BOMBING IS A SPECIALIZED BRANCH OF MILITARY AVIATION--SO DIFFICULT IS IT TO MASTER THAT MANY YOUNG NAZIS LOST THEIR LIVES IN TRAINING!



DIVE BOMBING PROVED TO BE VERY EFFECTIVE IN ALL FRONTS OF THE MODERN WAR. IT IS CREDITED WITH DEMORALIZING GROUND FORCES.



MODERN DIVE BOMBING DEMANDS SOME SPIRALLING BEFORE DIVING ON THE TARGET, ESPECIALLY IF THERE IS OPPOSITION IN THE AIR.



DIVE BOMBING FAILED IN ENGLAND BECAUSE OF THE STRONG OPPOSITION OF THE R.A.F. IN OTHER WORDS, MASTERY OF THE SKY, OR EVEN NEAR MASTERY, IS ABSOLUTELY NECESSARY!



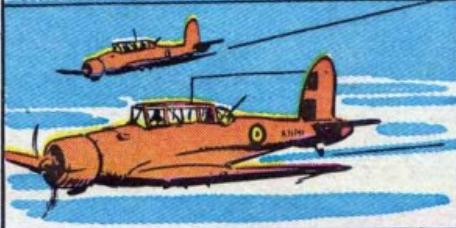
THE GREATEST DEFECT OF THE JUNKERS JU 87 PROVED TO BE INSUFFICIENT GUNS TO FIGHT OFF BRITISH FIGHTER PLANES.



THE LUFTWAFFE'S AMAZING RESULTS WITH ITS STUKAS, HOWEVER, REVIVED DIVE BOMBING AS A MAJOR MILITARY TACTIC. IN THE MEDITERRANEAN, IT STRETCHED THE LONG ARM OF THE BRITISH FLEET!



THE FLEET AIR ARM HAS ITS OWN DIVE BOMBER. ITS BLACKBURN SKUA IS EQUIPPED WITH A BRISTOL PEGASUS XII ENGINE AND HAS A TOP SPEED LEVEL OF 225 MILES PER HOUR.



THE U.S. NAVY USED DIVE BOMBING BEFORE ANY OTHER COUNTRY TRIED IT!



AS A RESULT OF THE REVIVAL OF DIVE BOMBING, THE NAVY DEVELOPED THE CURTISS XSB2C-1 DIVE BOMBER--A CROSS BETWEEN THE SBC-4 AND THE ARMY P-36A. SPECIFICATIONS, SECRET!

NOR DID ITALY LAG BEHIND. HER BREDA 65 HAS A GNOME-RHONE 14 KRSD ENGINE AND A TOP SPEED OF 265 MILES PER HOUR. ARMAMENT--TWO MACHINE GUNS ON RING MOUNTS, AND FOUR FIXED MACHINE GUNS IN WINGS.



HUS WE HAVE THE STORY OF MILITARY AVIATION--AS WE KNOW IT TODAY. BUT NO ONE KNOWS YET WHAT NEW CHAPTERS WILL BE WRITTEN, BEFORE THIS WAR IS OVER!

FRONTIER FIGHTERS

DRAWN by JOHN DALY

George Rogers Clark

GEORGE ROGERS CLARK...TRAPPER, HUNTER, AND GUIDE OF OLD KENTUCKY, HAS RETURNED TO VIRGINIA WITH A PLAN TO WREST THE ILLINOIS COUNTRY FROM THE TYRANT **GEORGE III**, AND HIS INDIAN ALLIES. POSSESSION OF THIS COUNTRY IS EXTREMELY VITAL TO THE AMERICAN CAUSE...

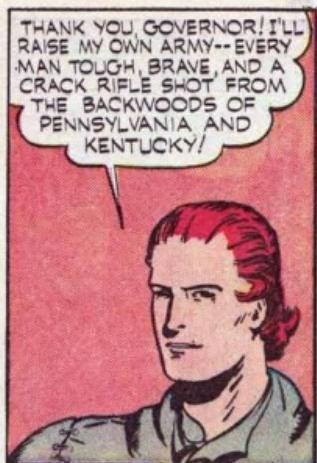
I RECKON THREE MORE SLEEPS OUGHT TO BRING ME TO WILLIAMSBURG AND GOVERNOR PAT HENRY!

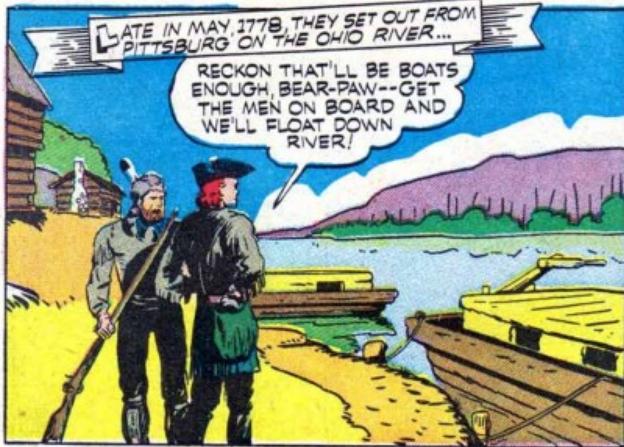


DECEMBER 10, 1777...AN AUDIENCE WITH THE GREAT PATRICK HENRY...

IT IS MY PLAN, GOVERNOR, TO CAPTURE THE ENEMY PORTS ON THE OHIO AND THE MISSISSIPPI!







HE SAYS HIS NAME IS SAUNDERS, A TRAPPER FROM KASKASKIA!

I DIDN'T KNOW YE WERE CLARK! LET ME GO, AND I'LL GUIDE YE TO THE KING'S STRONGHOLD!

JULY 4, 1778...THE AMERICANS ARE IN SIGHT OF THEIR GOAL... SLIPPING INTO TOWN, THEY DISCOVER A BALL IN PROGRESS AT THE FORT--

A SOLITARY SENTINEL WALKS HIS POST AT THE GATE...



THE GUARD IS OVERPOWERED...



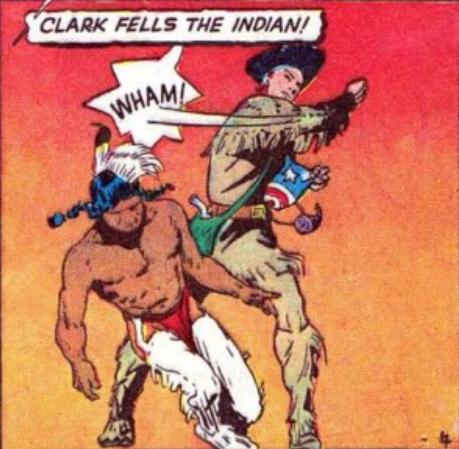
GIVE ME TIME TO GET INSIDE THE BALL-ROOM... THEN COME A-HOLLERIN'!



EWW! THE LONG KNIFE!!



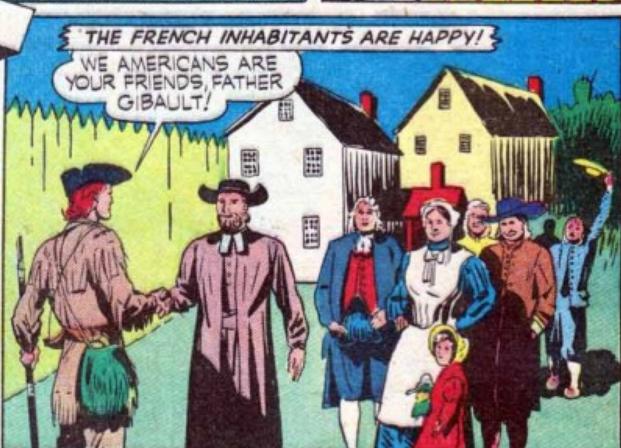
CLARK FELLS THE INDIAN!

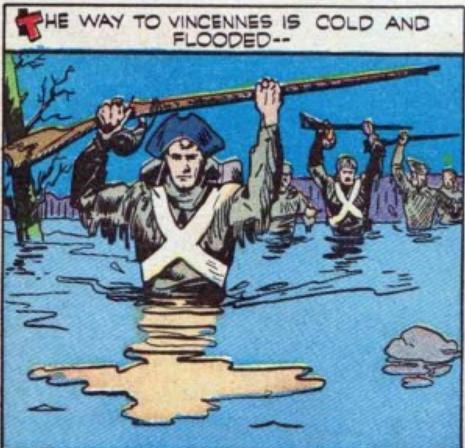


George
Rogers
Clark
at
Kaskaskia,
July 4, 1778.

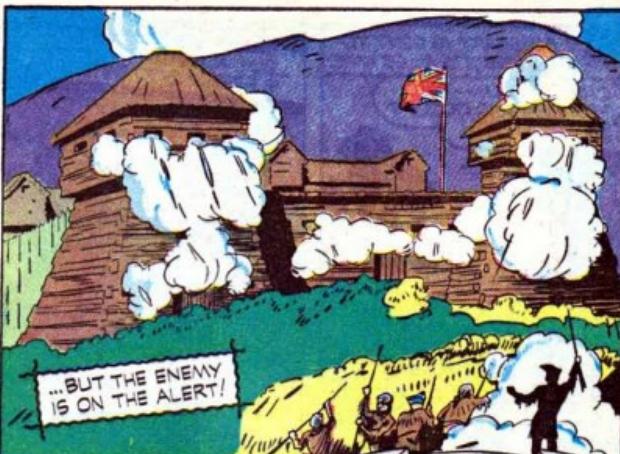
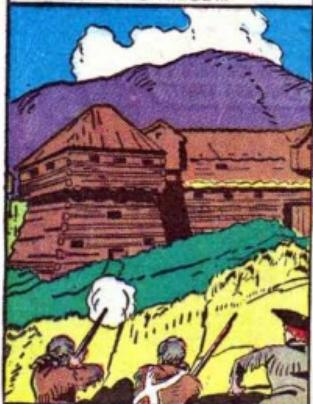


DANCE ON...BUT NOW YOU WILL
DANCE UNDER THIS FLAG...





**CLARK'S ARMY ATTACKS
FORT SACKVILLE...**



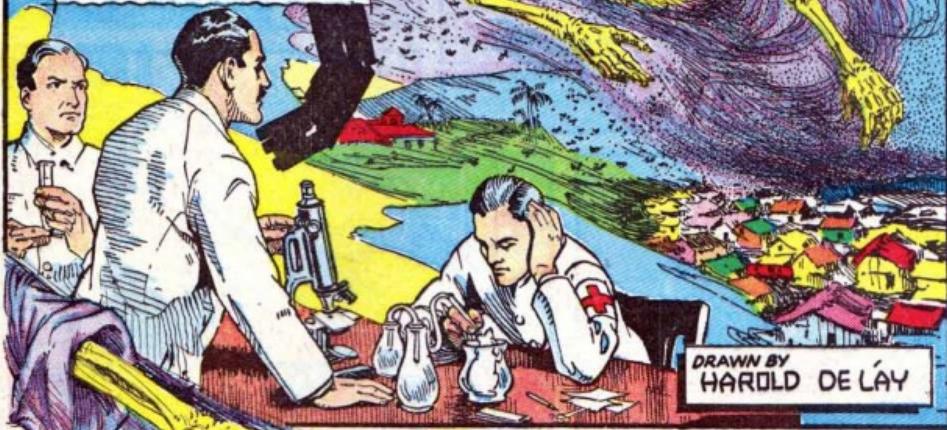
Thus did the skill
and bravery of
Colonel George
Rogers Clark
save the whole
of the Northwest
for America!



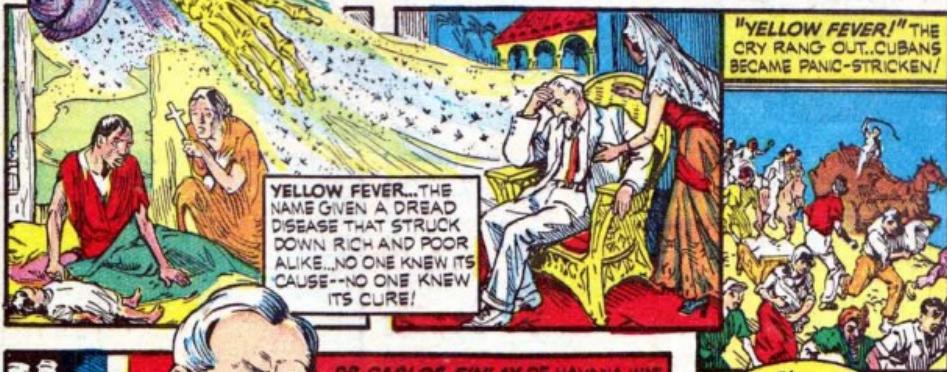
YELLOW JACK

HOW THE CAUSE OF
YELLOW FEVER
WAS DISCOVERED...

The story of a valiant fight
to locate the cause of a
deadly disease that threatened
to wipe out the whole pop-
ulation of the island of
CUBA.



DRAWN BY
HAROLD DE LAY



YELLOW FEVER...THE
NAME GIVEN A DREAD
DISEASE THAT STRUCK
DOWN RICH AND POOR
ALIKE...NO ONE KNEW ITS
CAUSE--NO ONE KNEW
ITS CURE!

"YELLOW FEVER!" THE
CRY RANG OUT. CUBANS
BECAME PANIC-STRICKEN!

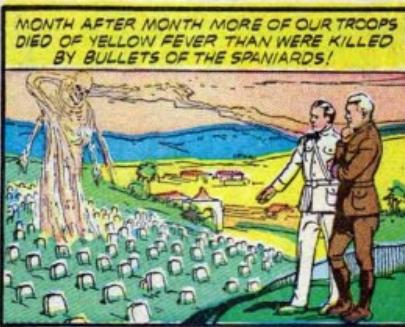
DR. CARLOS FINLAY OF HAVANA, WAS
THE FIRST TO SCOUT THE IDEA THAT
YELLOW FEVER WAS DIRECTLY CAUSED
BY FILTH. HE INSISTED IT WAS
BROUGHT ON BY THE BITE OF
A MOSQUITO!



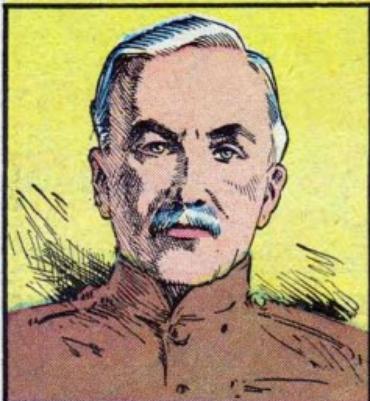
THE
INSECT
WHICH LATER
BECAME KNOWN
AS THE YELLOW
JACK
MOSQUITO.



FOLLOWING THE SPANISH-AMERICAN WAR IN 1900, THE UNITED STATES MAINTAINED TROOPS IN CUBA. YELLOW FEVER RAGED AMONG THEM.



MONTH AFTER MONTH MORE OF OUR TROOPS DIED OF YELLOW FEVER THAN WERE KILLED BY BULLETS OF THE SPANIARDS!



GENERAL LEONARD WOOD...
MILITARY GOVERNOR OF CUBA.



GENERAL WOOD'S STAFF WAS HIT HARD BY THE TREACHEROUS DISEASE... ANGERED BY HIS INABILITY TO COPE WITH THIS NEW ENEMY, AND BELIEVING THAT THE DISEASE WAS A PRODUCT OF DIRT, HE THUNDERED OUT ORDERS!



...WITH ORDERS TO "GIVE SPECIAL ATTENTION TO QUESTIONS RELATING TO THE CAUSE AND PREVENTION OF YELLOW FEVER"...



—MAJOR WALTER REED,
AN ARMY DOCTOR, CAME TO QUEMADOES
ON JUNE 25TH 1900... ②



DR. REED'S ABLE ASSISTANTS AT QUEMADAS WERE TOUGH TWO-FISTED DR. JAMES CARROLL--DR. JESSE LAZEAR, AND DR. ARISTIDES AGRAMONTE, A CUBAN.



THEY THOUGHT YELLOW FEVER WAS CAUSED BY A GERM. EXPERIMENTS FAILED... ALL THE TIME SOLDIERS WERE COMING OUT OF THE HOSPITALS OF LAS ANIMAS FEET FIRST!



WHAT CAN WE DO NOW? AH, I WONDER...

DR. REED HEARD THE VOICE OF DR. FINLAY--YELLOW FEVER IS CAUSED BY A MOSQUITO



THE FOUR DOCTORS CALLED ON DOCTOR FINLAY--WHO EXPLAINED HIS THEORY TO THEM.



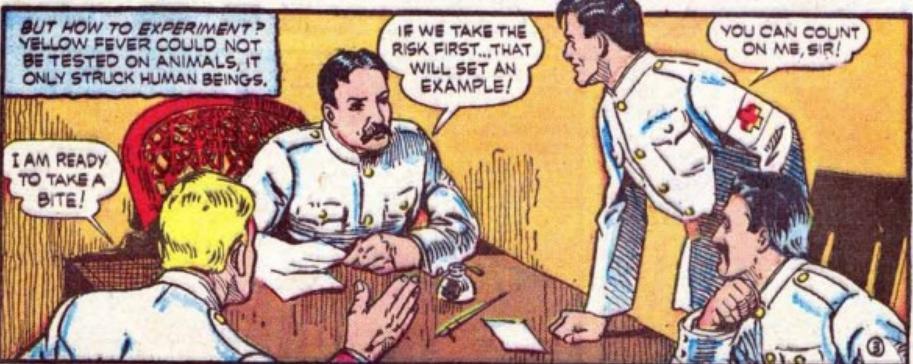
HE GAVE THEM SOME SMALL BLACK EGGS...



WHILE THIS WAS GOING ON, DR. REED NOTICED ANOTHER FAMILIAR FACT--THE NURSES IN THE FEVER WARDS NEVER GOT YELLOW FEVER!



DR. LAZEAR HATCHED THE EGGS--FIRST INTO WRIGGLERS, THEN INTO MOSQUITOS WITH SILVER MARKINGS ON THEIR BACKS.



I AM READY TO TAKE A BITE!

IF WE TAKE THE RISK FIRST... THAT WILL SET AN EXAMPLE!

YOU CAN COUNT ON ME, SIR!



EACH DAY, DR. LAZEAR WALKED AMONG THE FEVER-STRICKEN, DELIRIOUS MEN. HE CARRIED TEST TUBES, EACH WITH A MOSQUITO. HE WOULD SET THEM DOWN ON THE SICK MEN AND LET THEM SUCK THEIR BLOOD!



DR. LAZEAR WAS DISCOURAGED... BUT NOT CARROLL.



THE MOSQUITO WAS BROUGHT, AND SETTLED ON DR. CARROLL'S ARM--IT TOOK A GOOD STRONG BITE...



DR. LAZEAR ALLOWED A STRAY MOSQUITO IN ONE OF THE YELLOW FEVER WARDS TO SETTLE ON THE BACK OF HIS HAND.



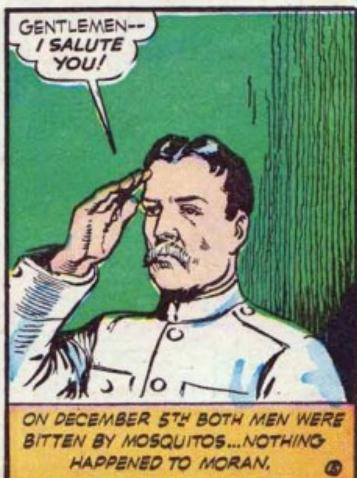
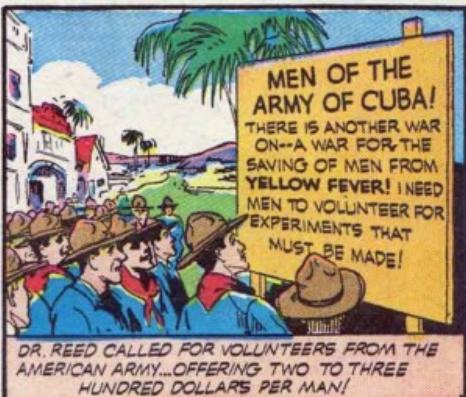
FIVE DAYS LATER DR. LAZEAR COMPLAINED OF FEELING OUT OF SORTS. IN TWO MORE DAYS HE BEGAN TO TURN YELLOW, AND DAY BY DAY HIS CASE BECAME WORSE! ON THE TWELFTH DAY HE DIED--A MARTYR TO SCIENCE.

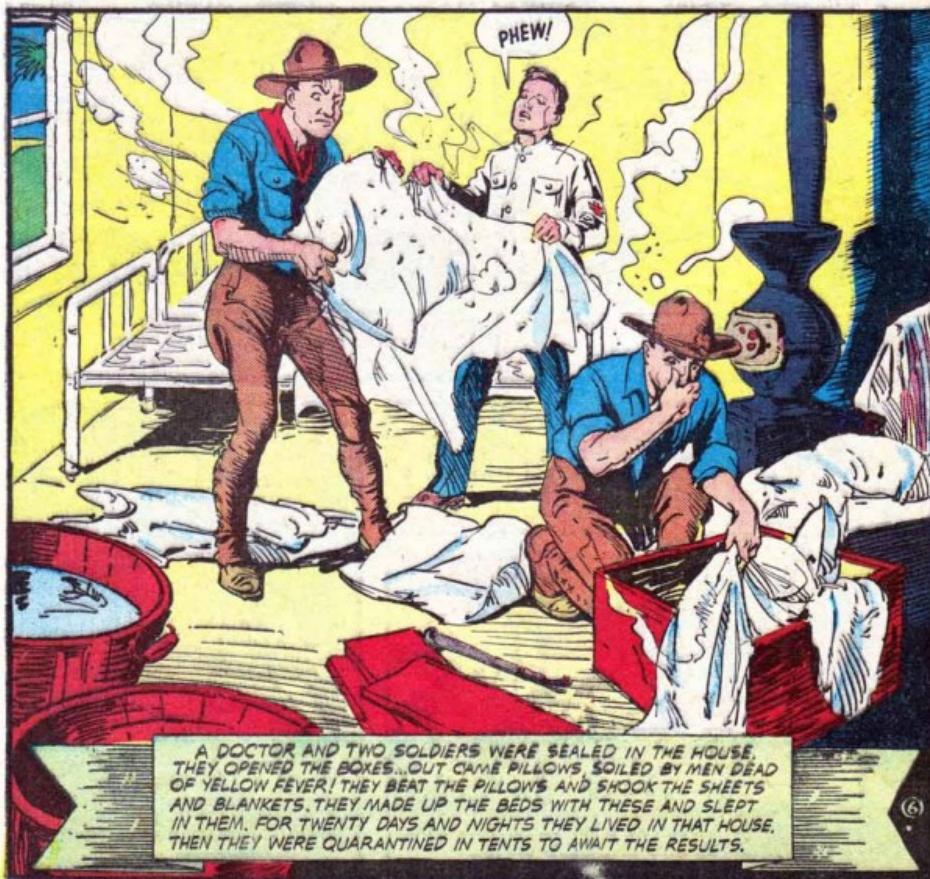
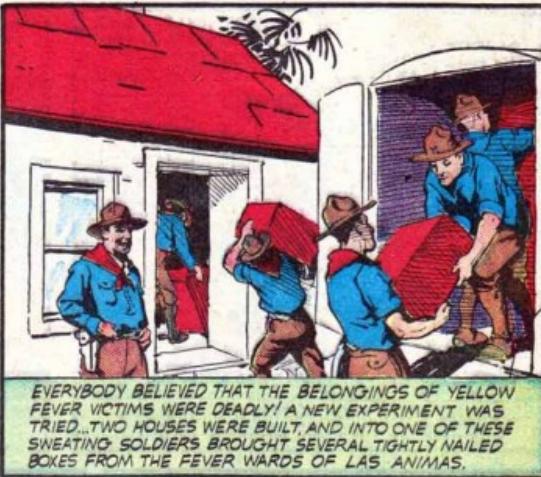


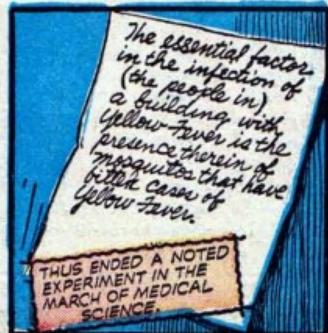


RETURNING FROM WASHINGTON, DR. REED WAS SHOCKED TO HEAR OF LAZEAR'S DEATH.

DR. REED WENT TO GENERAL WOOD AND TOLD HIM WHAT HAPPENED.







MY Greatest ADVENTURE



By Lowell Thomas

LOWELL THOMAS world-wide explorer, author, lecturer, reporter and radio commentator, has had one of the most exciting and adventurous lives of anyone now alive to write his story. As a reporter, he served with the American, Belgian, French, Italian, Serbian, British and Arabian armies, filming and reporting the battles of the first World War. He was with General Allenby in Jerusalem and with Lawrence, the "uncrowned King of Arabia," in his fight against the Turks on the burning sands of the desert.

He toured India with the Prince of Wales, now the Duke of Windsor; explored Alaska, Malaya, India, upper Burma and central Asia. And in 1926-27, he made a 25,000 mile airplane flight over twenty-one countries of Europe, Asia and north Africa, the longest passenger air journey up to that time. Out of his store of great adventures, he has chosen the following story as his greatest.

YOU have asked me to write about my greatest adventure. Well, sir, that would be hard to choose. First I have to decide what was my greatest adventure.

Was it my meeting with T. E. Lawrence, the uncrowned King of Arabia, followed by my travels in the desert with his Arab Army? Looked at one way it was, for it brought me in contact with the most extraordinary man I have ever met, contributed invaluable to the broadening of my outlook on life and, incidentally, to my personal fortunes. And it led to a series of other adventures. But to tell about that I'd have to write not an article but a book. In fact I have—two of 'em.

Or was it my visit into the Forbidden Land of Afghanistan? Yes, in point of thrill—a succession of thrills. But that again calls for a book, which also I long since wrote.

But all in all, the most hair-raising single episode I ever went through was a brush with disaster in an airplane. It was a brush so close that there are still moments when I shudder to recall how positively and finally I thought my number was up in that old crate flying over the Andalusian desert.

IN the early days of the French air-mail service to Africa I undertook a flight to Fez and return. Flying in rattletraps of wartime vintage, I had safely traversed the air down the east coast of Spain, over ancient cities of glamorous name: Tarragona, San Carlos de la Rapita, Valencia, Alicante, Murcia.

As the old crate was about to climb the forbidding Sierra Nevada desert, my ears told me something was going agley; the engine was missing. The plane was bumping and shaking as though the motor were about to jump out of the cowling. The pilot began circling. Finally he espied a flat spot of desert, just large enough for a landing.

For hours we lay on the broiling sand, trying to find a bit of shade under the plane's wing while the pilot trudged through that inferno to find a telephone. He found one and came back to tell us that a relief plane was on its way. When it showed up, nothing ever was more welcome than the hum of that relief plane's motor. If we had known more about it we might not have been so joyous.



**The crate's nose dipped, the mechanic screamed. Then—
BANG! CRASH! Everything turned black!**

In fifteen minutes the mails had been transferred and off we jumped. Off? Not exactly: we just thought we were. With wide open throttle we rushed over that flat spot of desert straight towards a heap of huge boulders with a few starved olive trees and a mule in their shadow. Nearer and nearer came those olive trees—and the boulders—and the mule; but not one inch of air between our tires and the ground. In the nick of time the pilot slowed down and we taxied back to our starting place.

We tried it again, with a longer run. This time we managed to get a couple of hundred yards above from those olive trees. We said "Ah!" We were in the air. On to Malaga! The next thing we were saying was "Oh!"

At three hundred feet above the olive trees we began to turn but there was something fearfully wrong about that turn: we were not banking but turning flat and losing speed. One second later the crate's nose dipped and the French mechanic who sat facing me screamed. Then—bang! Crash! A roar deafened our ears. In the blazing light of the Andalusian sun everything turned black. For a moment I absurdly asked myself whether I had been knocked senseless. The next moment I realized that the diving plane had churned up the earth like ashes from a volcano.

I HAD jumped quick once before. That was in Berlin, one midnight. With Webb Waldron of Collier's Magazine, I was roaming *Unter den Linden*, looking for the revolution that was in progress. Suddenly from nowhere that we could see a machine gun started rattling at us, and let me tell you—we dived!

But no faster than the three of us now got out of the plane—pilot, mechanic and I. I expected the tanks to explode any second and staggered as far as I could from the wreckage, but the pilot had switched off the ignition. The pilot and mechanic did not move. I hauled the pilot to a safe distance, then managed to pick up the mechanic who was in extreme pain with blood streaming down his face.

For ten minutes I kept busy, clumsily trying to do something. Then the reaction, my vision became blurred and I collapsed for a while. As I came to, every bone in me began to ache. But, curiously enough, with the pains I felt an amazing exhilaration. I wanted to laugh. And, when I saw the wrecked plane and myself unharmed, I literally wanted to dance. Presently I had recovered enough to be able to shoot some photographs of the smash. Fortunately the pilot and the mechanic both got well.

THE END

The FIRST
NAVAL

Submarine

Drawn By...
LOGAN REAVIS



The IMAGINATIVE FRENCH WRITER--
JULES VERNE FORE-SAW GREAT OCEAN-GOING SUBMARINES BEFORE THE INVENTIONS OF LAKE AND HOLLAND.

DAVID BUSHNELL
CONNECTICUT YANKEE, INVENTED THE FIRST SUBMARINE ACTUALLY DESIGNED TO DESTROY ENEMY BATTLESHIPS--



PART OF LONG ISLAND WHERE THE BATTLE WAS FOUGHT...

GOVERNOR'S ISLAND, SEIZED BY BRITISH---

NEW YORK

WHERE THE BUSHNELL "TURTLE" WAS MOORED,



*The Story of
THE FIRST NAVAL SUBMARINE...*

EAGLE ASIA
WHERE THE BRITISH SHIPS THREATENING NEW YORK WERE ANCHORED

STATEN ISLAND

SEPTEMBER, 1776--THE AMERICAN ARMY STILL HELD MANHATTAN ISLAND. THE BRITISH FLEET HAD ENTERED THE UPPER BAY AND LANDED MARINES AND INFANTRY ON GOVERNOR'S ISLAND, GRIMLY GUARDING THE CROWDED TRANSPORTS, THE SHIP-OF-THE-LINE, ASIA, AND THE 64-GUN FRIGATE, EAGLE, LAY A LITTLE ABOVE STATEN ISLAND, IN THE MOUTH OF THE NORTH RIVER FLOATED THE BRASS CONNING TOWER OF THE ONLY SUB-MARINE IN THE WORLD--BUSHNELL'S "TURTLE"

BUSHNELL GAVE THE FIRST PUBLIC DEMONSTRATION OF HIS INVENTION IN THE PRESENCE OF THE GOVERNOR AND COUNCIL OF CONNECTICUT... EXPLODING A BARREL FULL OF STONES WITH TWO POUNDS OF GUNPOWDER. THIS WAS BORN THE FIRST UNDER-WATER MINE.

WHILE STILL AN UNDERGRADUATE, BUSHNELL MADE MANY ATTEMPTS TO EXPLODE GUNPOWDER UNDER WATER--WITHOUT SUCCESS. FINALLY, A FLINTLOCK FROM A MUSKET SNAPPED BY CLOCKWORK, PROVED SUCCESSFUL!

IMRESSED WITH THE RESULTS, CONNECTICUT GAVE HIM FUNDS TO BUILD HIS TURTLE... BY DOING SO, THIS SMALL COLONY BECAME THE FIRST "WORLD POWER" TO HAVE A SUBMARINE IN ITS NAVY!



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THE WHALEBOATS TOWED THE TURTLE AS NEAR AS THEY DARED. THEN, RUNNING AWASH, THE SUBMARINE CREST, SILENT AND UNSEEN DOWN THE BAY AND UP UNDER THE TOWERING STERN OF THE EAGLE.



SEEING THAT HE WOULD BE SOON CAUGHT SERGEANT LEE DIVED, AND RELEASED THE TORPEDO WITH ITS TIMED CLOCK-WORK MECHANISM. A SHORT WHILE LATER THE BOMB EXPLODED, TO THE AMAZEMENT OF THE BLUEJACKETS AND LEE ESCAPED.



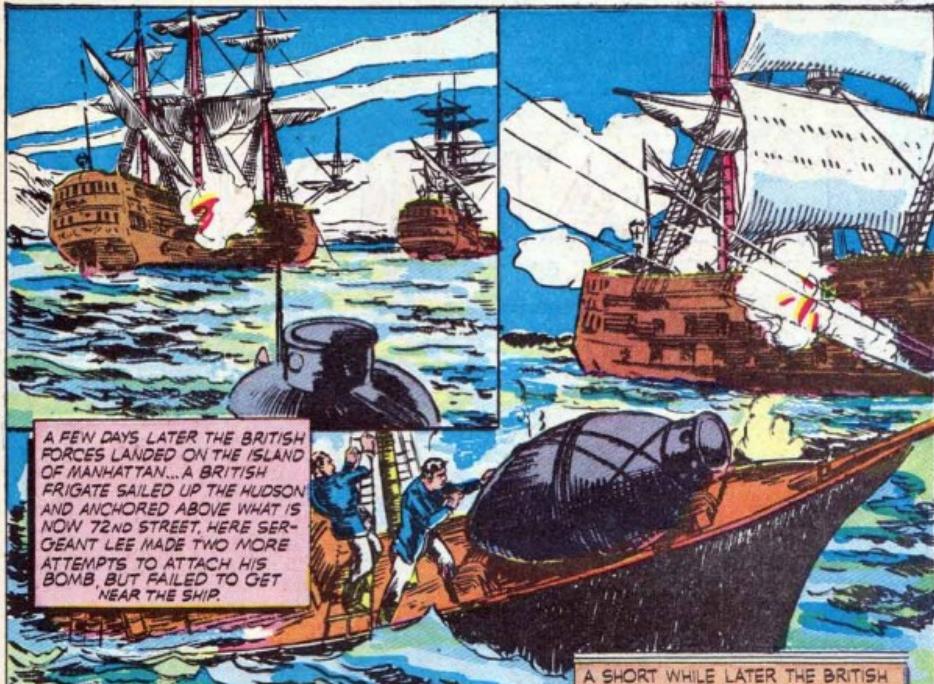
THROUGH THE TOP OF THE SUB RAN A LONG, SHARP WOOD-SCREW, MEANT TO BE SCREWED INTO THE WOODEN HULL OF A SHIP AND LEFT THERE, SERVING AS AN ANCHOR FOR THE MINE. BUT NO MATTER HOW HARD LEE TRIED, HE COULD NOT DRIVE THE SCREW INTO THE FRIGATE'S HULL ... THE EAGLE WAS COPPER-SHEATHED!



NOT BEING WELL SKILLED IN THE OPERATION OF THE SUB... AND IN ATTEMPTING TO MOVE TO ANOTHER PLACE, HE BOBBED UP TO THE SURFACE, IN TRYING TO GET UNDER THE EAGLE AGAIN HE LOST HER ALTOGETHER.



IN RETURNING TO NEW YORK IT WAS NECESSARY FOR HIM TO PASS CLOSE BY GOVERNOR'S ISLAND. THE QUEER OBJECT WAS SEEN BY SOME BRITISH SOLDIERS AND A BOAT WAS SENT OUT TO CAPTURE IT.



A SHORT WHILE LATER THE BRITISH CHASED THE BOAT WHICH HAD THE TURTLE ON BOARD, AND SANK HER! THE TURTLE WENT DOWN, AND THOUGH IT WAS LATER RECOVERED, IT WAS NEVER USED AGAIN!



The RESULTS OF DAVID BUSHNELL'S GENIUS ARE ALL TOO OBVIOUS. TO HIM WE OWE THE PROPELLER, CONNING-TOWER, AND THE FIRST SUGGESTION OF A TORPEDO-- ALL IN USE ON THE UNDER-SEA DESTROYER TODAY.

The MARATHON Run



FOR MANY MANY YEARS THE OLYMPIC GAMES OF GREECE WERE THE GREATEST PEACE TIME EVENT IN THAT PART OF THE WORLD. AS GREEK POWER WANED THE GAMES DRAGGED ON UNTIL THEY WERE FINALLY ABANDONED. BUT IN 1896 THE OLYMPIC GAMES WERE RENEWED, AND A NEW EVENT CALLED THE MARATHON, WAS ADDED TO COMMEMORATE A VICTORY STILL HONORED BY A LIBERTY-LOVING WORLD---

DRAWN
BY
HENRY
KIEFER

**THE BATTLE
OF MARATHON.**
HERE IS THE
STORY!

IN 500 B.C., THREE CITY-STATES OF GREECE REVOLTED AGAINST PERSIA AND BURNED THE CAPITAL OF LYDIA! WHEN THE NEWS REACHED THE KING OF PERSIA, HE SWORE VENGEANCE.



HE PERSIANS PUT DOWN THE GREEK REBELLION IN 493 B.C., AND THE FOLLOWING YEAR SENT A GIANTIC EXPEDITION TO PUNISH THE GREEKS. A STORM AT SEA COST THE PERSIANS 300 SHIPS AND 20,000 MEN...THOSE WHO HAD MARCHED BY LAND WERE DRIVEN BACK.



TWO YEARS LATER
ANOTHER EXPEDITION WAS
SENT AGAINST
THE GREEKS...

IT WAS MADE UP
OF 100,000 FOOT
SOLDIERS AND
10,000 CAVALRY
AND HAD 650 WAR-
SHIPS--THESE
CROSSED THE AEGEAN
SEA, AND ATTACKED
ONE OF THE CITY-STATES



EVENTUALLY THE CITY-STATE WAS CAPTURED...



The LEADERS OF THE CITY-STATES WERE
BROUGHT BACK IN CHAINS TO PERSIA...



...WHO LED THEM TO THE
PLAINS OF MARATHON...
22 MILES NORTHEAST
OF ATHENS...

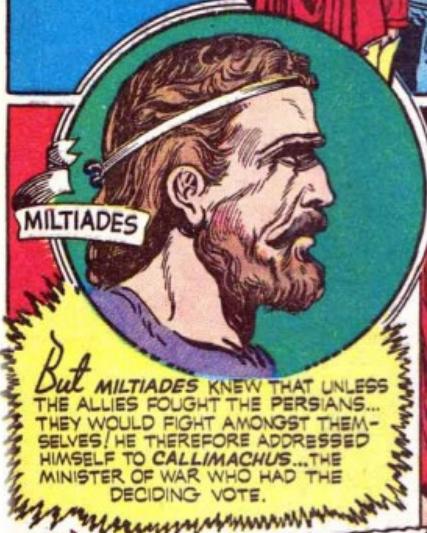


THE PERSIANS THEN MADE
A DEAL WITH A
GREEK TRAITOR...





The GENERALS OF THE ATHENIANS--THERE WERE TEN OF THEM--WERE DIVIDED IN THEIR OPINIONS...SOME WANTED TO FIGHT THE PERSIANS IMMEDIATELY--SOME, WHEN THEY CONSIDERED THE ODDS AGAINST THEM...HUNG BACK FROM THE ENCOUNTER!



But Miltiades knew that unless the allies fought the Persians... they would fight amongst themselves! He therefore addressed himself to Callimachus...the minister of war who had the deciding vote.



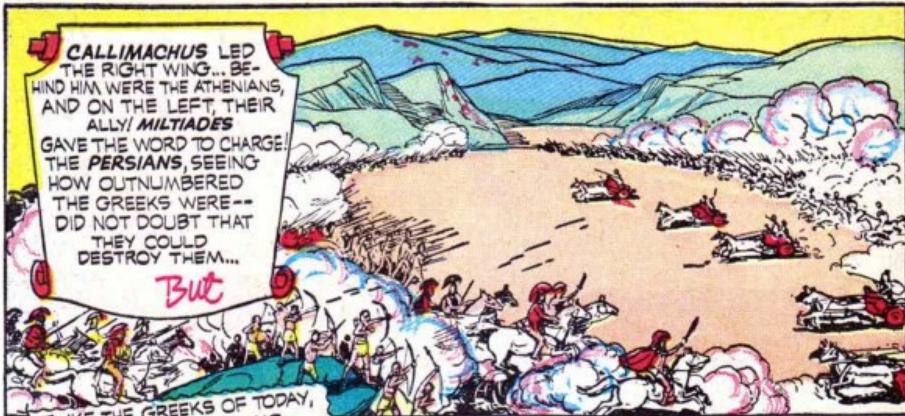
Callimachus was convinced...and voted for immediate battle, and Miltiades was elected commander!



OH, CALLIMACHUS... YOU HAVE IT IN YOUR POWER TO MAKE ATHENS FREE FOR EVER! NEVER HAS SHE BEEN IN SUCH DANGER--IF WE FIGHT NOW, OUR NATION WILL BE FREE...IF NOT, CIVIL WAR WILL FOLLOW!



...AND SO THE GREEKS LINED UP FOR BATTLE!



THE GREEK CENTER YIELDED... THE PERSIANS DROVE THROUGH... BUT THE GREEK WINGS CLOSED IN BEHIND AND CRUSHED THE FOE COMPLETELY-- WHO FLED IN ALL DIRECTIONS!





TRADITION NOW TELLS US THAT PHEIDIPIPPIDES WAS THEN ORDERED TO CARRY THE NEWS OF THE VICTORY BACK TO ATHENS... 22 MILES AWAY---



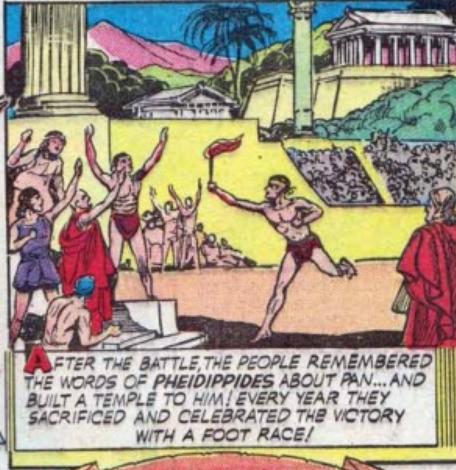
--- TIRED AND WOUNDED THOUGH HE WAS, PHEIDIPIPPIDES STRIPPED OFF HIS ARMOR AND STARTED--



--ACROSS THE PLAINS OF MARATHON HE WENT--BREATHLESS-- EXHAUSTED-- HIS FEET CUT-- STILL HE STAGGERED ON...



AT LAST HE REACHED ATHENS... AND STAGGERING UP TO THE WAITING MAGISTRATE, CRIED... "BE OF GOOD CHEER--WE CONQUER!"--THEN HE FELL DEAD!



AFTER THE BATTLE, THE PEOPLE REMEMBERED THE WORDS OF PHEIDIPIPPIDES ABOUT PAN--AND BUILT A TEMPLE TO HIM! EVERY YEAR THEY SACRIFICED AND CELEBRATED THE VICTORY WITH A FOOT RACE!



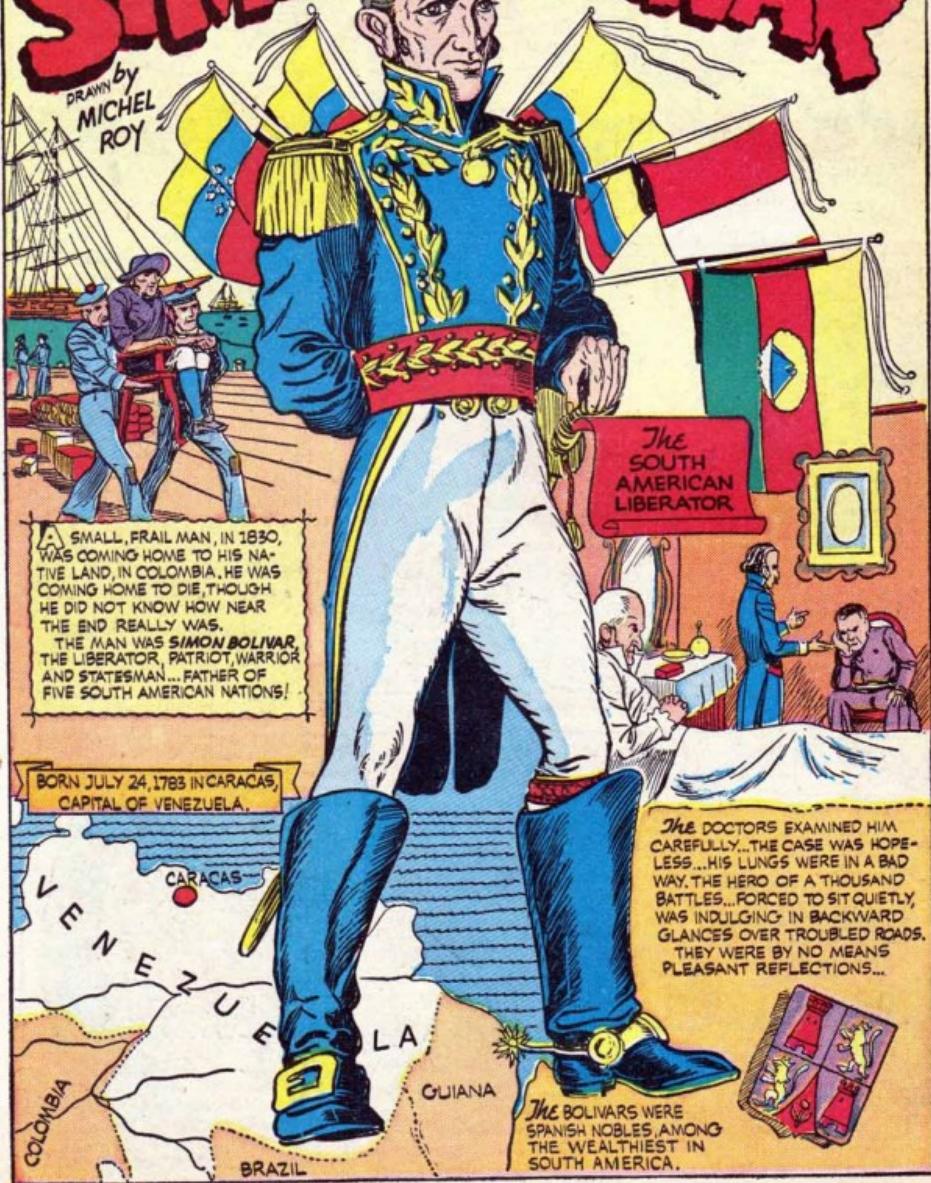
OLYMPIC GAME WINNERS
OF THE MARATHON RUN

1896... S. LOUES... GREECE
1900... TEATO... FRANCE
1904... T. J. HICKS... U.S.A.
1906... W. J. SHERRING... CANADA
1908... JOHN J. HAYES... U.S.A.
1912... K. K. McARTHUR... SO. AFRICA
1920... H. KOLEMAINEN... FINLAND
1924... A. O. STENROOS... FINLAND
1928... E. L. OUAFI... FRANCE
1932... J. ZABALA... ARGENTINA
1936... KITEISON... JAPAN

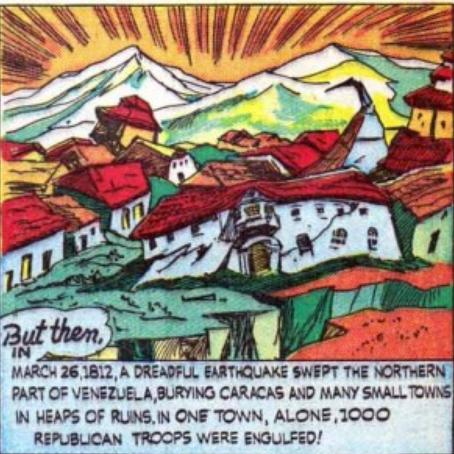
and so it was fitting and proper
that when the OLYMPIC GAMES were
renewed in 1896... the MARATHON RUN
was added in honor of the heroic
PHEIDIPIPPIDES...

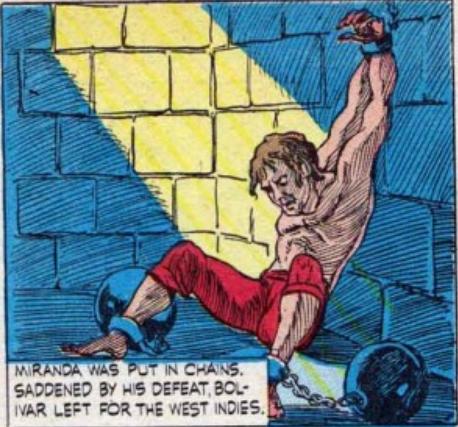
SIMÓN BOLÍVAR

DRAWN BY
MICHEL ROY









AS A REWARD FOR HIS SERVICES, BOLIVAR WAS GIVEN PERMISSION TO CARRY THE FIGHT BACK INTO VENEZUELA.



FEBRUARY 1813... BOLIVAR AND 400 MEN CROSSED THE ANDES MOUNTAINS----THEY SUFFERED MISERABLY FROM THE ICY WINDS, SLEET AND SNOW STORMS!



THE RIDGES CROSSED... THEY SWOOPED DOWN UPON THE FRONTIER TOWN OF SAN JOSE DE CUCUTA... AFTER FOUR HOURS FIGHTING, THEY CAPTURED IT!



BOLIVAR FOUGHT HIS WAY TOWARD THE CAPITAL, DEFEATING THE SPANIARDS IN BATTLE AFTER BATTLE. HALFWAY TO THE CAPITAL, HIS CAVALRY FORCED THE ROYALISTS TO RETREAT IN ROUT!



BUT BOLIVAR'S POSITION WAS NOT SECURE. THE MOST DANGEROUS ROYALIST WAS JOSE TOMAS BOVES... A FORMER REPUBLICAN... ENGAGED IN GUERRILLA WARFARE.



BOVES SET OUT TO ENLIST THE LLANEROS, SOUTH AMERICAN COWBOYS... THEN JOINED FORCES WITH THE ROYALISTS!



BOVES' GREATEST DELIGHT WAS TO TORTURE HIS PRISONERS BY HAVING THEM WHIPPED, THEN BOUND TO A STAKE IN THE HOT SUN, AND LEFT TO DIE!



BOLIVAR MADE THE MISTAKE OF DIVIDING HIS ARMY INTO TWO PARTS, THEY WERE BOTH DEFEATED... HE THEN HASTILY GOT 5,000 MEN AND COMPLETELY ROUTED THE ROYALISTS!



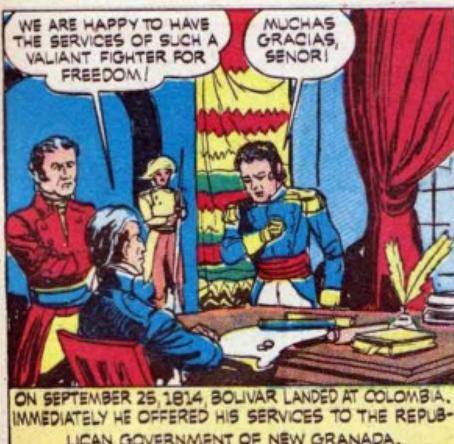
AGAIN BOLIVAR DIVIDED HIS FORCES... AND BOVES, HIDING THOUSANDS OF HIS LLANEROS... LED HIM INTO A TRAP! BOVES' CAVALRY THEN WIPE OUT THE REPUBLICAN ARMY!



BOLIVAR FLED WITH TWO THOUSAND TROOPS AND A HUGE THRONG OF UNARMED FOLK... THE MARCH OF BOLIVAR AND HIS UNFORTUNATE PEOPLE BECAME KNOWN AS THE EMIGRATION OF 1814...



BOLIVAR SAILED FOR COLOMBIA, AND THE SECOND VENEZUELAN REPUBLIC WAS AT AN END! MEANWHILE, BOVES WAS KILLED IN THE LAST ACTION OF THE CAMPAIGN.



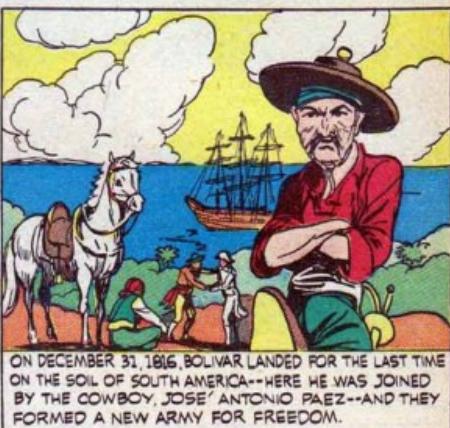
ON SEPTEMBER 25, 1814, BOLIVAR LANDED AT COLOMBIA. IMMEDIATELY HE OFFERED HIS SERVICES TO THE REPUBLICAN GOVERNMENT OF NEW GRANADA.



ENTRUSTED WITH 1800 MEN, BOLIVAR CAPTURED A NUMBER OF ROYALIST STRONGHOLDS, WHICH HAD SET THEMSELVES UP AS INDEPENDENT STATES.

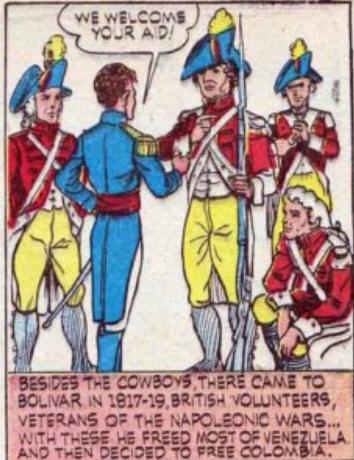


FLEEING INTO EXILE, AND ALMOST PENNLESS, HIS CAREER WAS ALMOST ENDED AT THIS POINT BY A NEGRO ASSASSIN WHO STABBED TO DEATH, BY MISTAKE, A ROOM-MATE...





WHEN THE SPANISH SAW THE DREADED COWBOYS APPROACHING...COWBOYS WHO NEVER SHOWED ANY MERCY TO THEIR PRISONERS---THEY WERE SEIZED WITH PANIC, AND UNABLE TO FIRE ACCURATELY, SOME THREW THEMSELVES INTO THE WATER, OR ESCAPED IN CANOES.



BESIDES THE COWBOYS, THERE CAME TO BOLIVAR IN 1817-19, BRITISH VOLUNTEERS, VETERANS OF THE NAPOLEONIC WARS... WITH THESE HE FREED MOST OF VENEZUELA AND THEN DECIDED TO FREE COLOMBIA.



BOLIVAR CROSSSED THE DANGEROUS ANDES, LEAVING PAEZ BEHIND TO KEEP THE SPANIARDS BUSY. IT WAS THE RAINY SEASON, THEY MARCHED HOURS ACROSS WATERY PLAINS.



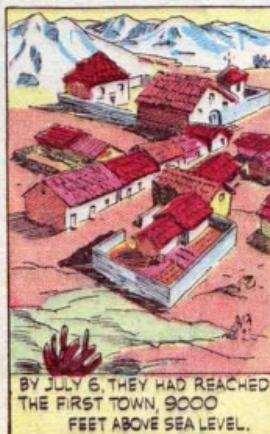
MANY OF THE SOLDIERS WERE BITTEN BY THE SAVAGE CARIBE FISH... WITH TEETH LIKE A SHARK'S.



AS THE TRAIL GREW STEEP--THE HORSES, USED TO THE LEVEL PLAINS, STARTED PLUNGING OVER THE SIDES.



ALL THE HORSES PERISHED...IT WAS SO COLD THAT THE MEN PRAYED TO BE WHIPPED TO RESTORE BLOOD CIRCULATION...BUT VALIANTLY THEY CARRIED ON.



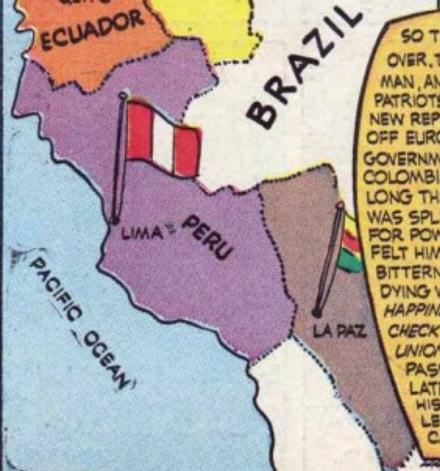
BY JULY 6, THEY HAD REACHED THE FIRST TOWN, 9000 FEET ABOVE SEA LEVEL.



BOLIVAR PREPARED FOR BATTLE...HE COMPLETELY DEFEATED THE WHOLE SPANISH ARMY!



IN 1820, A REBELLION BROKE OUT IN QUITO AND GUAYAQUIL, AND BOLIVAR MARCHED SOUTHWARD UPON QUITO... A MURDEROUS BATTLE WAS WON.



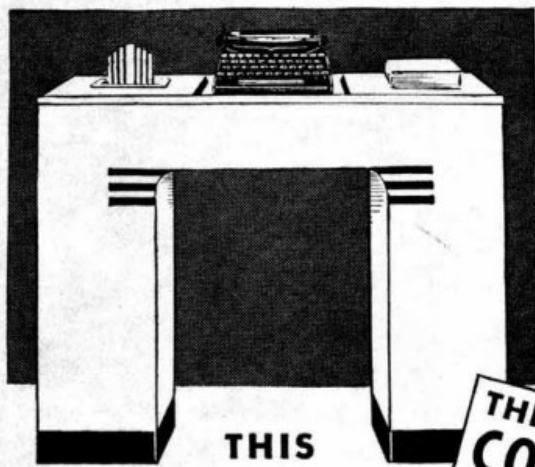
PACIFIC OCEAN



BY JULY, 1824, BOLIVAR HAD COLLECTED AND REVIEWED AN ARMY OF 7,700 MEN... BESIDES 1500 GUERRILLAS. WITH THESE TROOPS HE SWEEPED DOWN UPON THE LAST ROYALIST STRONGHOLDS AND DROVE THEM INTO DEMORALIZED FLIGHT!

VICTORY AT LAST!

SO THE GREAT STRUGGLE FOR INDEPENDENCE WAS FINALLY OVER, THROUGH THE GREAT VISION AND EFFORTS OF ONE MAN, AND AS THE RESULT OF THE SACRIFICES OF MANY BRAVE PATRIOTS OF SOUTH AMERICA... THE WORLD WAS GIVEN FIVE NEW REPUBLICS... FIVE NATIONS WHO WERE ABLE TO THROW OFF EUROPEAN RULE AND ADOPT THE AMERICAN FORM OF GOVERNMENT--VENEZUELA, BOLIVIA, PERU, ECUADOR, AND COLOMBIA. BUT BOLIVAR WAS NOT ALLOWED TO ENJOY LONG THE FRUITS OF HIS VICTORIES. GREAT COLOMBIA WAS SPLIT IN TWO WITH REVOLUTIONS, AS AMBITIOUS MEN FOUGHT FOR POWER. BOLIVAR'S OWN GENERAL, PAEZ, ABANDONED HIM. HE FELT HIMSELF BEING DEPRIVED OF POPULARITY... OF POWER, BITTERNESS FILLED HIS HEART, HIS PRIDE WAS BROKEN... BUT HIS DYING WORDS WERE... "COLOMBIANS! MY WISHES ARE FOR THE HAPPINESS OF MY NATIVE LAND... IF MY DEATH HELPS TO CHECK THE GROWTH OF Factions AND TO CONSOLIDATE THE UNION, I SHALL REST TRANQUILLLY IN MY TOMB!" THUS PASSED AWAY THE GREAT LIBERATOR! TWELVE YEARS LATER, PAEZ, WHO WAS RULING IN VENEZUELA, BROUGHT HIS BODY TO CARACAS, BURIED IT WITH HONORS, AND LEFT BOLIVAR'S HEART IN AN URN IN THE CATHEDRAL OF SANTA MARTA, THE CITY WHERE HE DIED.



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